

The Hongkong Telegraph.

WEATHER FORECAST
FINE
Barometer 29.94

(ESTABLISHED 1881.)

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September 25, 1913, Temperature a.m. 77, p.m. 85; Humidity...93, 71.

September 25, 1912, Temperature a.m. 74, p.m. 81; Humidity...70, 60.

9,206 晚六廿月八年丑癸

FRIDAY, SEPTEMBER 26, 1913.

五拜禮 號六廿月九年亥癸

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TELEGRAMS.

HOME RULE.

CERTAIN BLOODSHED.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 25.

The proceedings at Belfast yesterday have been made the basis of admonitions by the Unionist Press to the Government to abandon the policy of drift and to appeal to the electors if they do not wish to be responsible for certain bloodshed.

Business-Like Scheme.

The Unionist newspaper dwell on the orderly, practical and business-like character of the scheme for provisional government, and declare that if there was ever any doubt of the intentions of Ulster it is now removed.

Rule for Orangemen.

The Liberal papers point out the undemocratic nature of the standing committee, which includes eight in all, and declare that this self-constituted authority means to rule Ulster on behalf of the Orange Lodges. They dwell on the bad impression created on workers by Orangism, and assert that the hollowing of the movement is made evident by its elaborate advertisement.

Sir Edward Carson Collapsing.

London, Received Sept. 25.
The Ulster committee met yesterday to arrange duties. Sir Edward Carson was absent. He is on the verge of a complete collapse, and last evening his doctor ordered him to remain in bed for forty-eight hours.

The Indemnity Fund.

Subscriptions to the Ulster Indemnity Fund have become operative only when the total reaches a million sterling. Nearly \$250,000 has already been promised. Lord Londonderry has given £10,000 and Sir Samuel McCaughey, an Irish-Australian millionaire, has cabled to the treasurer offering any sum necessary.

REFUGEES FROM NANKING.

The Rush Subsiding.

In view of the information to hand in Shanghai and in the absence of reports from Nanking, it is considered that the exodus from Nanking has practically ceased. In fact this was only to be expected, for in the first place Chang Hsun allowed three days for the removal of goods from the city and in the second made it extremely difficult for any to get away thereafter with their luggage. The result is that the rush has subsided. In all it is calculated that about 15,000 came away by rail and perhaps another 5,000 by steamer.

As to whether the people have gone, it seems safe to say that all who could afford it came to Shanghai. Chinking in the area of many seemed no more safe than Nanking, and it was an attraction to few except those who had friends and relatives. At the same time all the large towns have received their quota of refugees, although it is impossible to say how many went to each.

While 20,000 is not a small number of people, it has to be pointed out that it represents only a slight figure in comparison with the total population of Nanking. —North China Daily News.

TELEGRAMS.

EMPLOYERS' UNION.

BIG DEFENCE FUND.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 25.

The Times announces that a United Kingdom Employers' Defence Union has been formed, which will be registered as a trade union, with the object of consolidating the resources of the employers and maintaining their rights and freedom to bargain individually with free workers, or collectively with trade unions.

A Guarantee Fund.

At a meeting last week two manufacturers promised £50,000 each towards a guarantee fund, which it was hoped would reach £50,000,000 sterling. Individual guarantee is still in some operative only when this sum is reached.

THE FLEET IN THE FAR EAST.

The battleship *Triumph*, which has been serving in the Third Fleet at the North and Devonport since May, 1912, was recommissioned on August 28 at the latter port by Captain Philip Streetfield, M.V.O., preparatory to leaving for the Far East. The navigating party detailed to take the vessel out includes relief crews for the cruiser *Philomel*, the sloop *Torch* and *Nerlin*, and the submarine depot ship *Rosario*, as well as incidental reliefs for the ships on the China Station. The *Philomel*, recently transferred from the Mediterranean to the East Indies, is to meet the *Triumph* at Hongkong, and, after recommissioning, is to proceed to New Zealand waters to be placed under the orders of the Senior Naval Officer, New Zealand division. The relieved crews of all four vessels are to return to England by merchant steamer if no Government opportunity offers. The departure of the *Triumph* for Hongkong has been invested, says a correspondent of the *Daily Telegraph*, with a significance which it does not in fact possess. On paper it will, of course, increase our naval forces in the Far East by a battleship; but the *Triumph* is not going out in that capacity. The crew taking her out is to be distributed among other vessels now on the station, after which the *Triumph* will be reduced to the status of a floating ship—that is, a stationary depot in which the general business of the port will be carried out. Their duties are at present fulfilled by the *Tamar*, an ex-troopship, over half a century old. In the Navy List the *Triumph* will be shown as being "in reserve," but there will be no officers or men available for completing her crew if it should be desired to do so.

Major R. B. Airey, A.S.C.

Major R. B. Airey, A.S.C., has been selected for service in No. 1 Coy.

The Honour of the Regiment. Private Patrick Chick, 25, of the 2nd Battalion Welsh Regiment, died in the Military Hospital, Bordon Camp, Hampshire, last month, after collapsing whilst on a march with the battalion. At the inquest it was stated that Chick complained of the heat, and was advised to fall out. He replied, "I shall stick it and not show my regiment up." He kept his place, supported by one of his comrades, until the battalion was about 200 yards from barracks, when he was compelled to fall out. He died from heat stroke later in the day.

TELEGRAMS.

KING MANOEL.

CONSORT ILL IN HOSPITAL.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 25.

Ex-King Manoel's consort has been several days in hospital at Munich. The nature of her illness has not been disclosed, but it is announced that her condition is improved.

Influenza.

London, Received Sept. 25.
Reuter's correspondent at Munich states that King Manoel's consort is suffering from influenza.

GOVERNMENT AND CHEN CHI-MEI.

Forfeiture of Bonds.

It is reported in Shanghai that the Government intends to cancel bonds to the extent of about Tls. 200,000 which were handed to General Chen Chi-mei a few months ago in repayment of expenses, says the *North China Daily News*.

The story of how these bonds were given to Chen Chi-mei is as follows: Prior to the Revolution of 1911 Chen Chi-mei was one of those engaged in plotting towards the outbreak, and including to incur certain heavy expenses. He met these by borrowing from friends, and it is believed that even now all money has not been repaid. To repay him for these disbursements the Government, a few months ago, placed bonds to the extent of Tls. 200,000 in his hands, these bearing interest at eight per cent, and redeemable in six years. Chen Chi-mei is still believed to have some of these in his possession, but others he handed to those friends who had advanced the money previously, in repayment of their loans.

A Difficult Situation. It is believed that a rather interesting situation will arise when the time comes for the cancellation of these bonds, a step which the Government is reported to have decided upon. In the case of those still held by Chen Chi-mei there will doubtless be little difficulty; but where they have been made the subject of a bona fide transfer, the consideration being the money advanced for the purpose of the 1911 coup, there may be a very different state of affairs. Doubtless among those now holding the bonds are individuals who have not been "out" in the late rising, and a situation fraught with all manner of legal niceties as well as immovable possibilities in other directions might easily be created.

Dress and Undress.—An Archbishop's Appeal. Toronto, September 3.—Addressing thousands of women in Notre Dame Cathedral, Montreal, Mr. Brochu, the Roman Catholic Archbishop, asked them to aid him in suppressing the outrageously immodest styles of female dress recently introduced among the poor as well as the rich. His Grace said that the present mode of dress was undignified, un-Christian, defeating religion, and killing all virtue. He added:—

Are modesty, innocence, and purity to be banished from our families? It is especially the duty of mothers and elder sisters to inculcate a high degree of modesty in their young daughters and sisters. If you women unite against this innovation you will have a salutary influence. Condemn it in your family. You have friends; condemn it in your circle. Be opposers of modesty, innocence, and decent dress. Let woman's glory be her modesty, purity, and refinement. If you will help me in this crusade God will bless you.

TELEGRAMS.

MANCHESTER STRIKE.

DOCK WORKERS RESUME.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 25.

The Manchester Ship Canal dock workers have resumed work on certain conditions, with reference to employment, which the company has accepted.

UNCLE SAM'S TELEGRAMS.

Eastern Extension Office.

Encke, Telokanson.
Funk, Singapore.
Gowini, Shanghai.
Hirshinlong, Medan.
Kawabata, Thursday Island.
Kwongyue, Peking.
M'gley, Phiphong.
Morris Filix, New York.
Oscar, Manila.
Sanderichen, Hankow.
Sungking, Saigon.
Solveig, Bergen.
Sonnen, Bangkok.
Soygit, Habana.
Suplye, Singapore.
Tak Tai Kan Yu Tong, Hankow.
Tonghook, Rangoon.
Wongawelam, Cure Hankuan, Singapore.
Yeehong, Manila.
Yeehong, Cheloo.
Great Northern Telegraph Company.
Anderson 7 or 21 Caine Road, Shanghai.
Chungnamuk Astor, Shanghai.
Chungking, Koko.
Choojienawmen, Tjickwotong, Batavia.
Gotoh, Osaka.
Hayer, Shimomorski.
Hurd-Globe Hotel, Shanghai.
Indochina, Swatow.
Kawai care of Matsubara Hotel, Soerabaya.
Nishiyama, Kyoto.
0082 0448 2770 3057 1316, Peking.
3880 5288, Shanghai.
1129, 8670 2639 3189, Peking.
1130 5288, Amoy.
1742 3662 4630, Amoy.

YARN MARKET.

Messrs. Polishwalla and Kotwall's report, dated September 25, states:—

We have to report only a small business, during the past fortnight, estimated at about 4,000 bales at a slight decline in some instances.

Dealers who bought previously at cheaper prices are selling amongst themselves lower than the ruling quotations. Certain favorite choppers, however, are still wanted. On the other hand, for which there is no inquiry from the country, are unobtainable.

Importers are firm owing to further advances in cotton and the consequent high prices ruling in Bombay. Deliveries have been good all through. We close with a quiet but steady tone.

Total sales 4,200 bales.
Unsold stocks 19,000 bales.
Sold but undelivered in the godown and to arrive 66,000 bales.

A rivals.—The mail steamer "China and extra steamer "Kavachi Maru" from Bombay, and steamer "Japan" from Calcutta have brought in 2,800 bales for Hongkong and 5,000 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports etc., nil.

Local Mill.—1,500 bales No. 12 and 16 at above quotations. Shanghai.—Reports show a large business with good demand coming in from the interior.

Raw Cotton Bengal.—No sales. Chinese 50 bales closed at \$35 per picul. Stock 300 bales Bengal only. Quotations—Bengal at \$28 to \$30, Chinese at \$32 to \$35 per picul.

TELEGRAMS.

AERIAL GYMNASTICS.

THRILLS AT BROOKLANDS.

Reuter's
[Service to the "Telegraph."]
London, Received Sept. 25.

The French aviator, M. Pegoud, thrilled a great crowd at Brooklands by flying upside down at a great height.

WORLD'S RECORD BATTLESHIP.

Striking Features of the Queen Elizabeth.

Remarkable developments in the construction of our Dreadnoughts will be embodied in the new battleship *Queen Elizabeth*, which is to be launched from Portsmouth Dockyard to which has fallen the honour of constructing not only the nameship of the Dreadnought era, but most of the other vessels of the all-big-gun type which have marked any new group in design, armament, such as the new ship.

The *Queen Elizabeth* will mean a step forward in the building of these leviathans almost as important as that from the *King Edward* class to the original Dreadnought, and in speed, armament, and design she will be superior to any battleship afloat.

When Mr. Churchill made his memorable statement on oil fuel, the general impression conveyed by him was that only the vessels in contemplation would possess the advantages mentioned. As a matter of fact, it is no secret at Portsmouth that the *Queen Elizabeth* is being built as an "only oil fuel" ship, and will add two or three knots to the speed of previous Dreadnoughts.

There are other features that will make the new vessel an epoch-making ship. These are the outcome of the important decision of the Admiralty to dispense with coal as a steam raiser for our future Dreadnoughts. The freeing of the enormous space hitherto allotted to coal bunkers will enable the vessel to have an extension of the double bottom system as high as the protected deck.

This will mean that the whole of the vessel below the waterline will be built with two skins, on the principle of a ship within a ship, and with the series of transverse and longitudinal bulkheads this will make the vessel as unshakable as the science of modern naval construction can.

Between these two skins the great warship will carry her supplies of oil fuel—supplies which will give the vessel a radius of action far exceeding anything possible with coal fuel.

The double bottoms are being especially strengthened to ensure absolute "tightness," and in the event of the vessel striking a rock and having a portion of her bottom torn away, the parts damaged would be isolated, so that the whole of her liquid furnace supplies would not be lost.

The *Queen Elizabeth* will be the heaviest ship ever launched from the Royal Naval Yard, and will be in a more advanced state of completion than any previous Dreadnought. Day and night shifts are employed in the ship to have her ready by the date provisionally arranged in her programme.

The five oil-fuel Dreadnoughts were designed, Mr. Churchill stated recently in the Commons in reply to Mr. Hunt (J. Ludlow), before the Royal Commission on Oil Fuel reported.

He added that he had already explained the reason why the ships were so designed.

Mr. Hunt asked why there has been so much secrecy and hurry over the oil question, when we had to go back to coal driven ships immediately afterwards?

"I can add nothing useful to my recent statement," Mr. Churchill replied.

DEATH OF CAPTAIN BRODHURST.

A Pioneer on the Pacific.

The death occurred last Monday, says the *North China Daily News*, at his residence, in Shanghai No. 2 Young Allen Terrace, of Captain John Campbell Brodhurst, a man who in the finest sense of the term was an "old Shanghai hand" and one who had the respect and friendship of the whole community. By his death the port has lost another of a rapidly diminishing class of men who were associated with the rise and prosperity of the foreign settlements in China; but he was much more than the average member of this class. He was a pioneer not alone in his profession of mariner, for to-day a colony in the United States stands as a tribute to his persevering genius.

A Friend of Gordon.

Capt. Brodhurst was a native of Inverness, N.B., and from his youth was associated with the sea. In the halcyon days of the tea-clippers he was master of his ship in these waters, and was known as a capable and courageous captain. These were occasionally exciting days on the China coast, when at times big acts of piracy were committed, and moreover there was also the Tsinping Rebellion in full swing. When General Gordon came to take charge, Capt. Brodhurst was intimately associated with him, and the two were firm friends.

Fruit Farming in California.

About the year 1871 Capt. Brodhurst seems to have decided to give up the sea, and he then had the idea of settling in California and taking up the pursuit of fruit farming. With this in his mind he resolved to start what is now known as Riverside Colony, the possibilities of which as a fruit-growing place were not then realized. Capt. Brodhurst, received but little encouragement from the opinions expressed by the other settlers in California, but undeterred by their refusal to believe in the possibilities of his scheme, he started the colony. By means of a system of irrigation which he introduced, the district was made enormously fertile, and it, may be mentioned, is now regarded as the finest part of California for the growing of fruit, so much so that the railways run lines thither. Like so many other pioneers, Capt. Brodhurst failed to reap the benefits of his enterprise, but laid the foundations of success for those who were to follow him.

Back to the East.

Leaving his occupation as a fruit farmer, Capt. Brodhurst once more gave his attention to the sea, and again was a familiar figure in the ports of the East. He owned his own ships for long while, but some fifteen years ago, in the course of a typhoon which wrought havoc along the whole coast, was wrecked on Formosa. So fierce were the winds that they are said to have actually blown the masts out of the ship. Mrs. Brodhurst was with him at the time, and, after being thrown on the coast of Formosa, they had to wait twenty-four hours before being rescued. From this point Capt. Brodhurst was with Messrs. Butterfield & Swire in whose service he remained for about ten years. For some time he was then with Messrs. Jardine, Matheson & Co., and retired about two months ago. As a sailor he had a great reputation, and it is said that he was the first man to sail a foreign ship up the Yangtze.

Capt. Brodhurst, who had been ill for about two months, is survived by a widow and daughter, the latter being Mrs. F. D. Barton. It is of interest to note that Mrs. Barton was the first foreign child born on Riverside Colony.

N&W: FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The Ulster Indemnity Fund now reaches to \$250,000.

The proceedings at Belfast are made the basis of admonitions in the Unionist Press to the Government.

The French aviator, M. Pegoud, has thrilled a big crowd at Brooklands by flying upside down.

The Liberal papers at Home point out the undemocratic nature and standing of the Ulster Committee.

King Manoel's consort, has been several days in hospital at Munich. Her condition is improving.

Sir Edward Carson is on the verge of a collapse and has been ordered to rest in bed for forty-eight hours.

The Manchester Ship Canal dock workers have resumed work on certain conditions which the company has accepted.

The Times announces the formation of a United Kingdom Employers' Defence Union, which will be registered as a Trade Union.

At a meeting last week two manufacturers promised \$50,000 each towards an employers guarantee fund, which, it is hoped, will reach fifty millions sterling.

The Unionist press urges the Government to abandon the policy of drift, and to appeal to the electors if they do not wish to be responsible for certain bloodshed.

LOCAL.

Some interesting items of local sport appear in to-day's issue.

Army football begins on Wednesday next. The fixture list appears to-day.

Messrs. Polishwalla and Kotwall's report on the yarn market appears in this issue.

H. E. the Officer Administering the Government, paid a visit to the Italian Convent this morning.

Yesterday was the first day of annual aquatic sports held by the V.R.C. at their bath. Results are given in this issue.

The annual general meeting of the Kowloon Cricket Club was held last evening at the Pavilion, Kowloon, and was largely attended.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Scenic Theatre, 9.15 p.m.

TO-MORROW.

Victoria Theatre 9.15 p.m.
Bijou Theatre 9.15 p.m.
V.R.C. Annual Aquatic Sports—5 p.m.

Turkish Egyptian Vaudeville Co. Theatre Royal—9.15 p.m.

V.R.C. Concert 8 p.m.
Monday, September 29.

Hongkong St. Andrews Society. Annual General Meeting—5.15 p.m.

Tuesday September 30.

U.S.R.C. Extraordinary General Meeting—5 p.m.

Thursday, October 2.

Ordinary annual General Meeting Hongkong Cotton Spinning and Dyeing Co., Ltd.—1.30 a.m.

Saturday, October 4.

Extraordinary General Meeting Hongkong Cotton Spinning and Dyeing Co., Ltd.—noon.

Notices

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relief and ensure a good night's
rest? This, the only genuine cure
for Asthma, discovered by Mr.
NOBBS, a qualified Chemist, and
a sufferer for many years, will, if
taken when necessary, effect a
radical cure of this erstwhile in-
curable malady.

Obtainable at Messrs. A. S.
WATSON & Co., Ltd. and all
Chemists and Patent Medicine
Vendors.

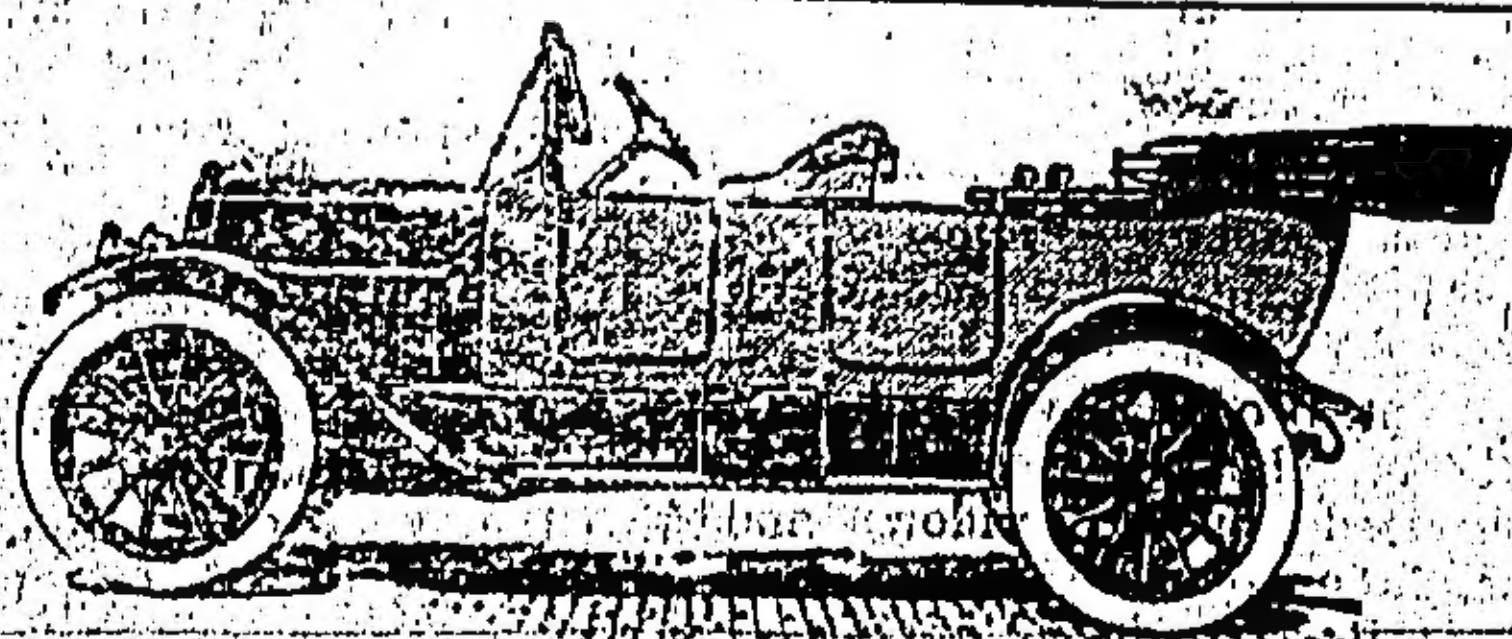
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In Bags of 250 lbs. net.
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Hongkong, 16th August, 1901



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which ordinary Cows' Milk is generally used.

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Hotel Launch meets All Steamers
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R. H. NORTH,
Manager.

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Taiwan Railway Dept.

EXCELLENT COUSINE AND
GOOD SERVICE. RATES
VERY LOW.

Uniformed hotel porter meets all
trains and steamers. Luggage are
loaded for without any trouble to
guests.
Hongkong, 1st Feb., 1913. [13]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

Developing, Printing & Enlarging

Hongkong, (2nd July, 1913.)

Notices

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IS A PUBLIC NECESSITY.



"HIT OR MISS" methods will not do where sight is
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optical profession in testing the sight, thus insuring correct
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CLARK & Co.
SCIENTIFIC OPTICIANS
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PLAGUE KILL THE GERM AND PREVENT DISEASE

THE PLAGUE GERM CAN BE EFFECTIVELY
DESTROYED. READ WHAT "THE LANCET"
(JULY 21, 1906) SAYS:

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the effect that the ordinary disinfection by Acid Perchloride of Mar-
cury is ineffective against the rat flea. Even a 1 in. 100 solution
of IZAL, except after prolonged immersion. IZAL and analogous disin-
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One Teaspoon of IZAL makes 10 pints of reliable disinfectant.
Guaranteed to kill the germs of any infectious disease in
Five Minutes

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so long in the East and
elsewhere that it requires no
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OUR
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South China Morning Post.

Our Roads.

Some years ago a practical
scheme was adopted under which
certain fixed appropriations were
made for the maintenance of each
road or street, and this assured
the repairs which were necessary,
but the system seems to have
been abandoned and money is
now appropriated in a lump sum
to cover individual contracts for
certain specified work. The
question of contracts, also, raises
the point that it is "expensive
economy" to accept tenders on
basis of prices lower than those
which, in expert opinion, will
permit of satisfactory and sub-
stantial work, as it will be found
that the contractor will rarely
allow himself to suffer loss, and
in the absence of proper Euro-
pean supervision will furnish
inferior work and inferior
material. The loss resulting to
the Government need not be
pointed out.

China Mail.

Food and Complexion.
One discontented with Nature's
gifts, can scarcely make himself
(or herself) blond or brunette at
will simply by regulating his (or
her) diet. Recent experiments
have, however, shown that in the lower
animals food may have an import-
ant influence in determining body-
colour. Sometimes this influ-
ence is temporary, and the colour
fades when the food stops. In other
cases it is permanent. Tadpoles
form the subject of the latest ex-
periments, some of which have
been carried out in this country, in
the laboratories of the University
of California. A writer in the *Revue
Scientifique* (Paris), tells us that
Dr. Johnson, of that institution,
has been trying to ascertain what
are the factors that influence the
production of pigment in the
larvae of frogs and treefrogs.

Daily Press.

The Position of Rubber.
The steady drop in the price of
Plantation rubber has caused
much searching of heart, not only
among planters in Malaya, but
among all who have invested in
the rubber companies of the Mid-
dle East. For one brief space of
time in 1910 as much as 12s. a
pound was realised at the auctions
in London for Plantation sheets;
Messrs. Vernon & Smith's last
report gave the price as Two
Shillings! A writer in the
Malay Mail a fortnight ago, when
rubber was 2s. 2d., said: "It is,
of course, a fact that at the figure
now obtaining many estates in
this country cannot possibly pro-
duce except at a loss, which is a
serious matter." The prophets
are entirely confounded by this
slump in the price of Plantation
rubber. This is, indeed, a sad
world for prophets—as well as
apparently for profits. But the
important question for the mo-
ment is, what is the explanation
of this steady decline? Writing
to a London financial paper re-
cently, Mr. O. Malet, of Singapore,
said, "the present bearish planta-
tion rubber is purely artificial."
Other writers have been suggest-
ing that "Plantation" rubber is
being found inferior to Para for
utilitarian purposes, and the
pessimist is heard in the Malay
States, recalling the time when
the superior soil, better cultivation,
greater care and cheaper
labour in Malaya were going to
drive South American coffee out
of the market; "yet somehow
Malayan coffee never caught on
as a superior article in the home
market." Hence the pessimist is
inclined to wonder whether this
bit of Malayan history is to be
repeated in the case of rubber,
and he sighs for "more public
recognition of Plantation excel-
lence from actual manufacturers
and users rather than from finan-
cial magnates."

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GENERAL NEWS.

Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending September 13, there were 188 deaths (140 males, 48 females) giving a ratio per mille of population of 30.13. Malarial fever accounted for 24 deaths, phthisis 21, convulsions 18, beri-beri 21, bronchitis 14, dysentery 5, pneumonia 8, cholera 10, (imported). Eighteen children under three months of age died. The nationalities were represented as follows:—European 0, Eurasians 2, Chinese 130, Malays 28, Indians 13.

Sale of Thoroughbreds in America.

New York, Sep. 3.—Perhaps the largest sale of thoroughbred stallions and brood mares ever held in the United States took place in Madison Square Garden, when the entire racing stable and Castleton stud of Mr. James R. Keene's estates were disposed of, some 45 head bringing in a total of \$239,200 (\$47,810). Mr. Price McKinney, of Cleveland, Ohio, was the largest buyer; he took 25 head for \$115,000, including Collier, a son of Comandante, for \$30,000. Mr. Harry Payne Whitney, who was the largest winner at Saratoga this season, paid \$38,000 for the stallion Peter Pan.

Corner in Quinine.

An increase in the price of quinine, one of the most important drugs in medicine, is prophesied as the result of an agreement which has been signed between the European makers of quinine and growers in Java of the cinchona tree, from the bark of which quinine is produced.

By the terms of the agreement the manufacturers are required to buy from the producers of cinchona bark the equivalent of about 1,000,000 lb. of quinine a year at a regulated price. Practically the whole of the cinchona bark used by quinine manufacturers in Europe is now produced in Java, whence it is shipped to Amsterdam to be sold by public auction.

Anglo-American Exposition of 1914.

The Duke of Connaught has consented to be patron of the Anglo-American Exposition to be held at the White City, Shepherd's Bush, next year, and the Duke of Teck to be president. An American committee has been formed including, as vice-presidents, Mr. Nicholas M. Butler (president of Columbia University), Mr. Joseph Choate (formerly United States Ambassador in London), Mr. James B. Forgan (president of the First National Bank, Chicago), Mr. David R. Francis (president of the recent International Exposition of St. Louis), Mr. Alva B. Johnson (president of the Baldwin Locomotive Works, Philadelphia), Mr. Abbott L. Lowell (president of Harvard University), and Mr. Samuel Mather. An American executive committee has also been formed, as well as local executive committees in each of the important cities.

How Journalists Are Made.

One of the most important discussions at the resumption, on August 19, of the conference of the Institute of Journalists at York was initiated by Mr. J. O. Fairfax, of Sydney N. S. W. Mr. Fairfax said that in order to attain the front rank in the journalistic profession a man must have natural aptitude supplemented by education. There had been a wide divergence of opinion among University professors and school teachers as to how far their institutions should provide specially for journalists; but one fact emerged plainly. It was that the majority of men engaged in newspaper work were in favour of a special training for journalists. The better educated the people became the more need they had of Pressmen of the highest qualifications. If newspaper were to retain their influence, they would need to be continually improved so as to keep pace with the progress of the times and the higher general standard of education. He hoped that the day was not far distant when an efficient school of journalism would be established. Mr. A. J. Mundella spoke in favour of something in the nature of an apprenticeship for journalists.

CHINESE NATIONAL ASSEMBLY.

Mode of Selecting a President.

Peking, September 13.—The Senate on Monday voted on the bill transferred to the House by the House of Representatives, urging that a joint meeting be held by the two Houses to decide the question whether the President should be elected after the adoption of a section of the Constitution.

This proposal (says the Peking Daily News) was passed, and the Speaker decided that the joint meeting should take place next Friday.

The New Cabinet.

The House of Representatives voted on the nomination for the new Cabinet.

The nominations were: Sun Pao-chi, as Minister of Foreign Affairs; Chu Chi-chien as Minister of Interior;

Liang Chi-chao as Minister of Justice;

Wang Tai-hsieh as Minister of Education.

Chang Chien as Minister of Industry and Agriculture.

Chow Tze-chi as Minister of Communications.

Premier Hsueh ascended the platform and explained his reasons for nominating these gentlemen as his Cabinet Ministers. He said: "China is now facing a difficult trial. The selection of the proper men for the various Ministries is imperative. There are no changes in the Ministries of Army and Navy. In making the selection, instead of following the old custom of favouritism, I have tried to select the best men possible for the different Ministries. I shall try to give you a little bit of the past record of each of the nominees. Needless to say that the Foreign Office at this moment is a most important organ and the reason why I have selected Sun Pao-chi is because I am confident that he is well qualified to take this post. During the Ching Dynasty, while in the capacity of Governor of Shantung, Mr. Sun steered his province clear of the dangerous rock of all diplomatic entanglement. He acquired much valuable experience. He was our Minister to France. He served the Shantung Province for quite a long time, and undertook a good number of diplomatic cases which he negotiated with extraordinary success. Thereafter he selected him to be at the head of the Foreign Office.

"In the Ministry of Interior, the police department is most important. We need a man who has ability and is willing to work. Chu Chi-chien has served for a long time in the Ministry of Interior and thoroughly understands the affairs of all the departments, especially the police department. His experience guarantees that he will be a useful servant.

"It is rather difficult to find a suitable man for the Ministry of Justice. At the head of that department, we must have a man who has profound learning, rich experiences and who knows not only the basic principles of the law of all the nations, but also comprehends the custom, traditions, and working system of our own country. I have decided to nominate Liang Chi-chiao, whose ripe experience needs no recommendation. He possesses two strong points. Firstly, he is well versed in the Chinese and foreign laws, both old and new. Secondly, he is well versed in political science. In my opinion, he is a most suitable man to take charge of the Ministry of Justice, during the transitory period of this Republic.

"We look to him not only to transact the routine business of the Ministry satisfactorily, but also to help model the laws for the future ages.

"What the country needs most at this moment is to decide upon a practical policy in the field of education. To take this work is no easy task. We must have a man who thoroughly understands educational matters, and is well versed in the history of education. During the Ching Dynasty, Wang Tai-hsieh served many years as Minister to London. While in England, he made careful observation of the social side of English life and made minute enquiries into the educational condition in that country. He

possesses a vision that is of wide range and not limited to a single district or country. I hope that he will draw up for the country a far-sighted policy.

"I propose to amalgamate two Boards, namely, the Ministries of Agriculture and Industry. This amalgamated Ministry will devote its sole attention to the development of the country's natural resources and the promotion of industrial enterprises. To undertake this work, we must have a man who has had practical experience. Chang Chien's record in the past is good, and his achievements are well known. On that account, I have nominated him for the post of the Ministry of Industry and Agriculture.

"Military matters and foreign affairs occupy a prominent position in the Ministry of Communications. In the future, we will pay more attention to the condition of the frontier provinces, and telegraph lines and railways, which are the pioneers of the progress. We must have a man who, in addition to his knowledge of matters relating to communications, is also an authority on military matters and foreign affairs. These triple qualifications we find in Chow Tze-chi who stayed for a long time in the United States. He has acquired a good deal of knowledge along that line. During the Ching Dynasty, he served a long apprenticeship in the Ministry of Foreign Affairs. Therefore I consider Mr. Chow the best man for the post of Minister of Communications. Thus I have given you a brief resume of the records of those six men and I now submit these six names for your esteemed consideration."

The result was as follows: Sun Pao-chi received 330 votes; Chu Chi-chien, 323; Liang Chi-chao, 357; Wang Tai-hsieh, 312; Chang Chien, 429; Chow Tze-chien, 350 votes. They were accordingly elected.

SERVICE MATTERS.

Army Flying.

Capt. C. A. H. Longcroft, of No. 2 Squadron of the Royal Flying Corps, now stationed at Montrose, who has been at Farnborough testing a new B. E. machine, made what is stated to be the longest recorded British flight with one passenger. He ascended from Aldershot at 9.40 a.m. with Col. F. H. Sykes, commanding the Royal Flying Corps (Military Wing), as a passenger, and flying at a height of from 1,000ft. to 2,000ft., reached Aldershot at 3.10 p.m., after a flight of five and a-half hours. Here he descended for a supply of petrol. After a halt of a little over two hours, says the Times, he resumed his flight at 5.20 and arrived at Montrose Aerodrome at 7.30. Altogether, therefore, he was 7h. 40m. in the air, covering the total distance of approximately 530 miles at a rate of about 70 miles an hour.

Lord Roberts and Scottish Soldiers.

Lord Roberts was recently presented with the freedom of the city of Aberdeen, and, in the course of a speech of acknowledgment, paid a high tribute to Scottish soldiers. Lord Roberts, who was accompanied by his son-in-law, Major Lewis, said he was conscious that he was indebted, in no small degree, for the honour conferred upon him to the fact that throughout his career he had been closely associated with Scottish soldiers, and he was glad to think that his relations with them had always been of the most pleasant and most happy nature. Of the eight officers who held the position of Commander-in-Chief in India during the 41 years he was in the country, four hailed from north of Tweed—namely, Sir Colin Campbell (afterwards Lord Clyde), Sir Hugh Ross (afterwards Lord Strathnairn), Lord Napier of Magdala, and Sir Donald Stewart. He was deeply indebted to these four generals and he was glad to have that opportunity of expressing how much any success he might have been able to achieve was due to the experience he gained under them, and the fine soldierly example given to him by those great men. Referring to the Scottish regiments, Lord Roberts said he had been struck by the kindly feeling which existed among the people of Scotland towards their brother soldiers. That was as it should be, for it was that spirit alone which could give them an Army fitted in

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The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 26, 1913.

THE VALUE OF FINGER PRINTS.

The Times recently had a series of articles on the detection of crime which formed a useful and comprehensive summary of the police methods of to-day. If these articles served no other purpose, they at least proved to how near perfection the finger-print system has been raised and how much reliance is now placed upon clues left behind by the criminal himself. Formerly, the plan adopted in the case of, say, house-breaking or burglary, was to trace the stolen goods and, from that, to set out to trace the man or men wanted. That was a clumsy and a tedious method, which involved more than one search. To-day the plan followed is to search the scene of the offence with the utmost care in order to discover whether the burglar has not left some clue which may be followed up. It is surprising how often criminals, who are cunning to a degree and who have laid the most complete and careful plans, are careless over some trifle which ultimately proves their undoing. Especially do they forget the danger attendant on touching with their fingers anything which will retain the impression; and the police of to-day make the most of this weakness.

Not once, but many times, during the past few years, have crimes been brought home to the perpetrators, by means of the finger-print system, which otherwise had gone unpunished. Direct evidence of the guilt of a man, or of a gang, the evidence of eye-witnesses, for instance—is not often forthcoming, and circumstantial evidence is often far from convincing; but it is impossible to break down the evidence supplied by a finger-print. If the system ever has been found in error, the circumstance has not been made public, and the fault in such a case must have been not in the system but in its application. Here in Hongkong its value is proved almost daily. Many times, in the course of a month is the finger-print department of the local detective service able to prove, in the Police Court, that men who are brought before the bench were banished from the Colony two or three years before. There is no possibility of appeal. The finger-print is more damaging and convincing than a photograph. Every man, it is said, has his double, but Nature has never been found to repeat in the four fingers of any one man the same prints that appear on the four fingers of any other man.

Sir E. Henry, who is an authority on this subject, says that the chances of ten peculiarities on any one man's finger repeating themselves on any other man's finger are over a million to one against. If we take four fingers, and estimate the chances, there is justification for the claim that there will always be differences between the prints of different men. Obviously, this system can be fully effective only if there is complete co-operation on the part of police departments in every town and city of any country, and a linking up of the detective services of various countries. That is what has been done, and is still being extended, until the whole system is marvellously developed and effective to a degree unknown a decade ago. That being so, we may repeat a hint which we have seen offered a dozen times during the past year or two. That is for householders, where a theft or a burglary has taken place, to touch nothing until the police have arrived. A finger-print is useless if it has been blurred even slightly.

The Licorne Affair.

At the time of the Tai On piracy we suggested that, if no passengers were allowed on board the river boats within half an hour or an hour of the time for leaving, the police would have plenty of opportunity for searching for arms. But, in the case of the piracy which we reported yesterday, it is assumed that the arms were taken aboard the Licorne during the day, when no special watch was being kept, and that the owners of them embarked at the time of sailing. The explanation is quite a feasible one and is a stronger argument in favour of leaving the police an ample margin of time for examination, as well as a warning to skippers not to allow baggage to be taken on board at any other times than when the ship is being closely watched. That Chinese pirates should be allowed to enter and leave a British port, and ransom a vessel sailing out from that port, may be no reflection on the police individually or collectively, but it is a very sure sign that arrangements and regulations are not what they should be.

The Chinese and Monarchism.

According to a Shanghai paper, General Chang Hsun "has resumed all kinds of official ceremonies of the Manchurian regime." Apparently he still wears his queue, and, following his example, the middle and lower classes are letting their hair grow again. There should be nothing in all this to astonish anyone who has been at the trouble of studying the Chinese disposition and of observing the run of events during the past two years. It is clear enough that the Chinese as a whole are not a shade less monarchial in their ideas now than they were a century ago, and we may even venture to doubt if, a hundred years hence, they will be much less so. The coolie class neither knows nor cares anything about politics; the merchants have no time to think of anything that does not affect the well-being of their pockets, while what remains of the old aristocracy are—whatever they may choose to call themselves, and whatever office they may now be holding—as much planned to monarchial ideas as ever their fathers could have been. Thus it remains for a tiny and negligible minority—a few enthusiasts of the student class who have been to the United States or have studied in Canton under American missionaries—to support China's hollow pretence at Republicanism.

A Plea for the Children.

There appeared in our columns yesterday a special article on a children's playground, and, by a strange coincidence, the matter of children's pleasure came forward last night at the annual meeting of the Kowloon Cricket Club. The children's sports are again to be held at Kowloon on New Year's Day, and we wish to direct the attention of the public to this deserving object. Last year we did the same, but that was late in the day and after the committee found that subscriptions were coming in very slowly. The appeals made by the press last year met with a response which was quite ridiculously poor, and we are in hopes that, if we approach the matter early this year, the public may do its duty more fully.

The Duty of the Public. We have used the word duty because if it is not the duty of every adult, in so far as lies within his or her power, to promote the happiness of the young, there is a homeliness about the word country word that one likes; then one does not know what the word duty means at its highest. So far, of course, the committee has had no time to issue an appeal, so that we are a day before the fair. But it is not easy, in the light of last year's experience, to be too early in this matter, and that is our reason for remarking on it now. One observation might fairly be made here and now. There seems to be a pretty general feeling, on the city side of the harbour, that the sports are confined to Kowloon. This is quite a mistake; we remember that more than one in last year, we stated, on request, that no child in the Colony is turned away and that there is a present, and a happy day, for every child that turns up.

DAY BY DAY.

THE GREAT MAN IS HE WHO IN THE MIDST OF THE CROWD KEEPS WITH PERFECT SWEETNESS THE INDEPENDENCE OF SOLITUDE.

The Mails.

Siberian Mail.—Arrived per a.s. Assaye to-day.
English Mail.—Closes per a.s. Assaye at 11 a.m. to-morrow.
Siberian Mail.—Closes per a.s. Yingchow at 5 p.m. to-morrow.
Australian Mail.—Closes per a.s. Taiyuan at 2 p.m. to-morrow.

Arrived from Manila.

Mr. L. Condon, of the Manila Trading Co., was a passenger by a.s. Siberia.

Arrived to-day.

Mr. and Mrs. Ruthford, of the Chinese Customs, arrived to-day by the P. and O. a.s. Assaye, and are staying at the Hongkong Hotel.

Tourist Season Starts.

The tourist season is now commencing, one of the first American parties to arrive being the Emerson Hall tourist party, which came to-day by the a.s. Siberia.

Famous Cafe Proprietor.

Mr. C. O. Swanton, proprietor of the famous Cafe in San Francisco, was a passenger to Hongkong, on the Pacific Mail a.s. Siberia which arrived to-day.

Gold Watch Reported Stolen.

A shopkeeper of 34 K. K. Street reports that some person stole from his jacket pocket a gold watch and chain with appendages, to the total value of \$109.

Visitors from Manila.

Mr. and Mrs. W. G. Stevenson and child arrived this morning by the a.s. Siberia and are staying at the Hongkong Hotel. Mr. Stevenson is a member of the firm of Stevenson and Co. Manila.

Alleged Nuisance.

At the Police Court, this morning, before Mr. Wind, the Dragon Cycle Company were summoned for committing a nuisance by cleaning motor cars on the public street, and further, with causing an obstruction with the cars in Des Voeux Road. The case was adjourned until Monday.

The Fok's Haul.

A shopkeeper of 188 Wing Lok Street, has reported to the police that one of his folk has absconded with \$38,500, two promissory notes for \$10,000, a money order for \$300 and a cheque for \$3,000, taken from the safe which was opened by means of a duplicate key.

CLEVER ARTISTES.

The Turkish Egyptian Vandeville Co.

Something of a treat, of a kind new to Hongkong, is anticipated to-morrow when Miss Teresa Murria presents the Turkish Egyptian Vandeville Co. at the Theatre Royal. The very name of the company is alluring and gives promise of something quite new in the shape of a programme. Miss Murria and Miss Ryblow are said to be dancers of a high order, and they contribute English, French and Spanish dances. If what is said of them is justified, their dancing is beyond ordinary graceful and attractive. Turkish, Egyptian and Syrian songs also form part of the programme which is being anticipated with interest.

The F.M.S. Battleship.

Sir Frank Swettenham, K.C., M.G., writes to the Daily Express:—In regard to Mr. Arnold White's statement on the subject of the Malay battleship, it would be possible to write a great deal about the cynicism of calling a suggested gift a spontaneous gift, and a great deal more about the acceptance of tributes in any form from States under the protection of the British flag, but no one in this country is interested in the matter so long as the end, contributing \$2,250,000 which other-wise would have to be found by British taxpayers.

KOWLOON CRICKET CLUB.

Well Attended Annual Meeting.

There was a very good attendance at the annual meeting of the Kowloon Cricket Club which was held at the Club pavilion, last night. From the active interest taken in matters concerning the Club there can be no doubt that an increase of membership will be recorded annually.

Mr. P. R. Wolff (Vice-President) presided, and among those present were:—Messrs. C. W. Jeffries (Hon. Treasurer), A. O. Brown (Hon. Secretary), R. L. Atkinson, F. Bacon, L. J. Blackburn, A. Bryson, W. G. Clarke, Dr. F. X. Chubb, Messrs. N. Croucher, W. C. Law, G. Duncan, G. R. Edwards, W. T. Elson, B. D. Evans, H. E. Goldsmith, S. E. Green, F. D. Haigh, R. Hall, D. Harvey, J. Jack, K. R. Macaskill, D. J. Mackenzie, G. H. May, J. H. Mead, D. Nielson, H. Overy, H. S. Playfair, N. L. Raitlen, N. Raitlen, H. T. Richardson, T. W. Robertson, J. P. Robinson, F. J. de Rome, F. P. Shroff, A. L. Stein, H. E. Stevens, W. Stewart, W. L. Weaver, P. W. A. Wilkie and G. Wolf.

The report read as follows:—Your Committee herewith submit the report and statement of accounts for the year ended 31st August, 1913. The past season has been the most successful in the Club's history. The 85 fixtures outstanding on 31st August, 1912 (value \$2,125) have been redeemed, and by means of decreased expenditure and increased income the profit for the season has reached the record figure of \$1,799.43.

The typhoon of August 17th, 1913, considerably damaged the Pavilion, and, when considering the necessary repairs, your Committee decided to have the building professionally valued. It has accordingly been written down in the accompanying Balance Sheet to the amount of the valuation by a local firm of architects viz. \$2,425.00. The amount of depreciation involved has been charged to Income and Expenditure account for the year (\$450) and to Reserve (\$725). The necessary repairs are approaching completion at the date of this report. The ground, thanks to the unusually frequent rains, is in better condition than ever. The removal of the undergrowth would be a great improvement. Our teams did well last season. The first eleven secured second place in the Hongkong Cricket League. Teams have been entered for the first and second divisions of the League respectively. It is hoped we shall head one division. Mr. S. E. Green took much trouble in organising a very successful tennis tournament. The Tennis Shield was surrendered to Civil Service after a close struggle. Through the courtesy of the U.S.R.O., 45 members have been permitted to join this section. The "Captain's" Cup presented by Mr. G. H. May, was won by Mr. Atkinson. The "Forayth" Cup presented by Dr. Forsyth, was won by Mr. Green. The "Forsyth" Cup presented by Mr. H. F. Carey, was won by Mr. G. H. May. The "Autumn" Cup was won by Mr. Green. A putting green, where croquet may be played, is being prepared in the S. E. corner of the ground. The children's sports were again organised by members of the Club and were as enjoyable as ever. All the funds connected with the event, however, have been handed over to public trustees.

Croquet.—Under the revised rules this fascinating scientific summer pastime has become increasingly popular, and a court is being made in the S. E. corner of the ground. It is hoped that a croquet league will be formed next summer. We heartily thank the many donors of croquet, tennis and golf prizes.

The Chairman, in moving the adoption of the report and statement of accounts, remarked that the Club was in a particularly stable position. They had brought off all the debentures, and had made a bigger profit than ever before. (Heard.) In regard to the Pavilion, he thought it was in a very fair condition, considering the weather it had to put up with, and unfortunately the work of completing the repairs was not

very advanced, as the weather had been all against them. Referring to the golf section, the Chairman said it had been suggested to him—he was not advocating it in any way—that this section should receive the official recognition of the Club, and that it should be incorporated with the income and expenditure, the management to be left, as before, to the Golf Committee, which would become a Sub-Committee of the Club, all pools, &c., to be in the hands of the Golf Sub-Committee. The members would notice from the report that the ground was in an excellent state of repair and they had started a putting green at the other end, which should prove very serviceable to the large number who used the golf section. They had also opened a croquet lawn, and he was pleased indeed that they had done so. This sport had a grip in the Colony, and several Clubs were taking it up. It was hoped that a league would be formed, but croquet was a rather long-drawn-out game and he feared that it would be impracticable.

Still, they would have the benefit of several competitors if they opened their lawn to all-comers for the Championship or any other competitions. He thought it would be of great advantage to the Club financially, and might bring in more members. The tennis section was a great success, thanks to the efforts of Mr. Green. (Applause.) The Children's sports funds were handed over to the three trustees, the Rev. Mr. Bone, Mr. T. Petrie, and himself, and there was a balance in the Chartered Bank of \$234.45. He did not know whether they would be able to run them again this year, because it was only due to the efforts of Mr. Green that they got in all the funds. While the Club had been so successful financially and in sport and everything else, they had been dealt a bad blow by the loss of nine members who were very much esteemed and respected by the Club. Particularly would he mention the name of Mr. Gregory, who started the golf section. Motions of condolence were passed at Committee meetings, and whenever it was possible wreaths were sent.

Mr. Jeffries seconded the motion, which was carried.

Mr. G. Wolf asked if anything was being done to regard to the allocation of the Club funds. The Club was not a money-making concern, and they were making a great deal of profit, and it was likely that there would be greater profits next year. He thought the Committee might have in mind some idea as to the allocation of the surplus. In the absence of any other proposals, the members might propose a reduction in the price of drinks or a reduction in the subscription. Mr. Jeffries informed Mr. Wolf that the price of drinks had already been lowered.

The Chairman said there was a discussion as to whether they should build a new Pavilion, and have a more substantial Club house, with a billiard room attached; in fact to make it more of a social Club, but the Government did not think it would be a good thing for the members. At any rate, the Government would not tolerate the suggestion at the present time. He thought the question of the disposal of the surplus should be left to the incoming Committee.

This suggestion was adopted by the members.

The election of officials, for the ensuing season resulted as follows:—Dr. Forsyth was re-elected President on the motion of the Chairman, seconded by Mr. Blackburn.

Mr. P. R. Wolff was re-appointed Vice President, Mr. W. O. Jeffries, Hon. Treasurer, and Mr. A. O. Brown, Hon. Secretary. Mr. J. H. Robinson elected Captain of the premier eleven, and Mr. W. L. Weaver Vice-Captain. Mr. D. J. Mackenzie being re-elected as Capt. in of the second team, with Mr. G. Wolf as Vice-Captain. The following were elected as the Committee:—L. J. Blackburn, W. C. Law, G. Duncan, Goldsmith, S. E. Green, G. H. May, J. H. Mead, D. Nielson, and W. L. Weaver.

Mr. Jeffries proposed that the children's sports be run as last year, and that the Club undertake to guarantee any loss that might be occasioned. Mr. J. H. Mead seconded.

An amendment was submitted by Mr. D. J. Mackenzie that the sports be held under the auspices of the Club, for the children of the members only, and the children of friends of members, and that only members be asked to subscribe.

The Hon. Treasurer's motion was carried, it being also agreed that certain events should be held for members' children only, and that members should give the prizes in these events.

A vote of thanks to the Chairman concluded the meeting.

H.E. VISITS CONVENT.

His Excellency the officer Administering the Government, the Hon. Mr. Claude Severn paid a visit to the Italian Convent this morning, and inspected the exhibition of needlework concocted by the students. He afterwards expressed his appreciation of the kindergarten, and told the scholars that he would come and visit the Convent again in the cooler weather. The children of the kindergarten sang a welcome to His Excellency.

BAPTISM BY IMMERSION.

An interesting ceremony was witnessed on Wednesday evening on the beach, just beyond the Hongkong Yacht Club. A number of Chinese, in charge of a European missionary, held a service on the beach, and, after an address in English, which was interpreted to the Chinese, a number of the latter went through the ceremony of baptism, by being totally immersed in the sea. This is a novel form of baptism in Hongkong but by no means unknown in England and America.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals' begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Shewan Tomes & Co.	...	\$25
C. Bodiker & Co.	...	25
Wendt & Co.	...	20
Basel Mission Rev. Mr. Maute	...	20
J. R. Wood Esq.	...	10

CHANGED THEIR TRIBUNAL.

The case was mentioned in the Summary Court this morning, before the Puisne Judge, Mr. Justice Kemp, in which heung Jank sued Miss Maud Thomson for the sum of \$27.

Mr. J. H. Gardiner, who appeared for the plaintiff, said the parties had changed their tribunal, having gone to the Police Court to get the case settled.

Mr. P. W. Goldring (for defendant) explained that the matter in dispute at the Police Court was as to whether Mr. T. B. Nicol or Miss Maud Thomson was going to pay the man's wages, and from whom he was going to take his lawful orders.

Mr. Gardiner.—It will be settled at the Police Court one way or the other.

The action was allowed to stand over for a fortnight.

PIRACY ECHO.

A passenger on board the Licorne which was pirated on the night of 24th, reports that among the things taken by the pirates was a case containing fifty grey felt hats, twelve bottles of Florida water, twenty-five dozen handkerchiefs, eighteen pieces of soap, ten bed covers and thirty-eight blankets to the value of \$218. Seven persons who were injured by the pirates were sent to the Government Civil Hospital. Six suffered from knife wounds, and one from a revolver shot wound, but none of them were seriously injured.

AQUATIC SPORTS.

Good Racing at the V.R.C. Bath.

There was a fair attendance at the Victoria Recreation Club last evening, when the first day's programme of the annual aquatic sports was gone through. Some good racing was to be seen in the swimming events, though nothing in the way of exceptional times were put up.

The results of the various events are as follow:—

Two Lengths Handicap; first heat:—1. E. L. Braga rec. 6; time 32.25; 2. W. J. Carroll rec. 4. Time 35.00.

Second heat:—1. A. J. England rec. 4, 35.00; 2. B. W. Braddy, rec. 6, 27.15.

Running header, swallow style:—1. M. A. R. Souza.

Two lengths Handicap, open to Army and Navy:—1. G. Farmer, rec. 30, 1.2.2; 2. L. Collins, rec. 2, 33.25.

Team race:—1. No 3 team.

Team, R. C. W. Howell, A. V. Barros, A. H. Carroll and A. R. Ellis.

Throwing the polo ball:—1. R. C. W. Howell, 68.1-2 feet.

Water Polo:—Whites two goals, Blues three goals. Teams:—

Blues:—A. A. Claxton (Capt.), J. M. R. Pereira, H. A. Lammert, E. L. Braga, J. Fortes, F. M. Ellis, A. R. Ellis.

Whites:—R. C. W. Howell (Capt.), G. W. S. Wells, A. S. Ellis, A. H. Carroll, H. A. Carvalho, F. M. Ellis, F. K. Tata.

Water Polo Described.

The Blues opened the scoring some time after the start of the game. It came from a pass to Mills which Claxton gave. Mills lost the ball to Lammert, who notched a point with a good shot. This was replied to very shortly afterwards by the Whites, on whose behalf Ellis and Carvalho had been doing some pretty passing work, and it was as the result of this that Ellis found himself in a position to score. Even play continued for some time afterwards and when the whistle went at half time the score stood 1-1.

A. R. Ellis, shortly after the resumption, attempted to score with a shot that hit the goal post and rebounded into play, and Mills, who was lying well up took advantage of the opening and put the ball into the net without any great effort. Blues third goal came from A. R. Ellis. Witschell, for the Whites, tried hard to score further and, after some good work, managed to add a second goal some little time before the whistle went.

The closing scores were:—Blues three goals; Whites two goals.

The officials for the sport were:—Judges, Mr. A. D. Pearson, Mr. A. Rodger, Mr. R. Henderson, Mr. A. A. Alves, Mr. G. W. S. Wells, Mr. G. A. Caldwell and Mr. F. Lammert.

Referee:—W. Logan.

Starter:—A. E. Alves.

Handicapper:—Mr. A. S. Ellis, Mr. G. W. S. Wells, Mr. R. C. W. Howell, Mr. A. V. Barros, Mr. A. A. Claxton, Mr. A. E. S. Alves.

Official Time Keepers:—Mr. R. T. Brown, Mr. A. S. Ellis, Mr. E. Frohlich.

Competitors Stewards:—Mr. Crowther Smith, Mr. A. H. Carroll, Mr. A. O. Oulton.

The following are the entrants for the events to be decided this evening at the second session of the V. R. C. Annual Aquatic Sports:—

5 p.m. Hurdle Race, two lengths handicap:—W. W. Edwards, F. K. Tata, J. M. R. Pereira, and R. C. W. Howell.

5.15 p.m. Long plume, two tries:—F. K. Tata, M. A. R. Souza, R. C. W. Howell, and W. W. Edwards.

5.30 p.m. Four Esquibs handicap:—B. W. Braddy, E. L. Braga, R. A. Carvalho, J. M. R. Pereira, A. O. Barros, R. C. W. Howell.

5.45 p.m. 220 yards Championship, open to the Colony:—C. J. Cooke, J. C. Finch and A. A. Claxton.

6 p.m. Two Lengths Handicap, final:—E. L. Braga, W. J. Carroll, A. J. England, B. W. Braddy.

6.15 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

6.30 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

6.45 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

6.55 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

7.10 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

7.25 p.m. Boys Race (for boys under 16 years of age):—7. Day, C. Church, J. Lyons, J. Haemus, and D. P. O. Choy.

6.30 p.m. Water Polo:—

Blues:—R. C. W. Howell (Capt.), G. W. S. Wells, A. A. O. Rodrigues, J. Fortes, A. F. Mills, F. M. Ellis, A. R. Ellis.

Whites:—A. A. Claxton (Capt.), A. S. Ellis, R. A. Carvalho, H. A. Lammert, A. H. Carroll, F. K. Tata, E. L. Braga.

LOCAL SPORT.

Croquet Tournament Championship.

In connection with the Croquet Tournament arranged by the Hongkong Cricket Club, the Championship of the Colony was decided yesterday evening.

Mr. P. M. Hodgson was opposed to Mr. R. Baker in the final, and a close game was the result. Mr. Hodgson winning by two points.

So even was the play that it practically depended on Mr. Hodgson's last stroke as to whether he would secure premier honors. There was one ball exposed and, had he missed the stroke, he would have missed the Championship. The stroke was well made and victory was secured over a most worthy opponent. Mr. Baker played a decidedly good game on which he is to be congratulated.

In the final of the Handicap doubles, Messrs. R. Baker and N. Fletcher won from Messrs. Claxton and P. R. Wolf by two points.

Diocesan School Sports.

The annual aquatic sports of the Diocesan Boys School, were held on Wednesday afternoon at Telegraph Bay, where a good number of visitors were conveyed by launch. Some good races were keenly contested and, at the conclusion of an interesting programme, Mrs. Perry, wife of the head master, presented the prizes.

The following were the results:—

100 yds. (Handicap, boys over 13):—1. To Hong (rec. 3); 2. W. O'Leary (rec. 4).

Boys race:—1. J. Wong and E. Gifford; 2. N. White and D. Gifford.

Team Race:—1. To Hong, C. Stirling, B. Pasco and G. White. 50 yds. swimmers' race:—1. W. Mingford; 2. Chan Ki Wong.

Cock fight:—1. G. Clayton; 2. W. O'Leary.

Battle (4 boys in a team):—1. To Hong, C. Stirling, G. Clayton, F. Howell.

100 yds. (Handicap, under 14):—1. G. White (rec. 3); 2. J. Howell (rec. 4).

Net Diving (open to all ages):—1. W. Peters; 2. C. Stirling.

100 yds. Breaststroke Handicap:—1. W. O'Leary (rec. 3); 2. E. Gifford (rec. 4).

100 yds. Swimming on back:—1. W. O'Leary (rec. 3); 2. J. Howell (rec. 4).

300 yds. Handicap, Open:—1. C. Stirling (rec. 6); 2. W. O'Leary (rec. 7).

200 yds. Handicap, under 14:—1. G. White (rec. 3); 2. E. Manning (rec. 4).

Egg and Spoon Race:—1. Leung Shiu Hung; 2. W. O'Leary.

Consolation Race:—1. A. Jacobson; 2. R. Dodd.

Paddling Race for small boys:—1. B. Lay; 2. E. Schlegel.

Hongkong Football Association.

The next monthly meeting of the Council of the Hongkong Football Association will be held at the R. E. Theatre, Queen's Road, on Thursday next October, at 5.30 p.m. sharp.

Army Football.

Army football begins on Wednesday next when the second division of the United Services Football League commence their matches. During October the greater number of matches played in this league will be second division fixtures, only two first league matches being fixed for the month.

The list is as follows:—

First Division.

Date. Team. Grounds.

Oct. 4. D.O.L.I. v. R.E. M.

11. B.G.A. v. D.O.L.I. M.

Second Division.

Oct. 1. Submarine v. D.O.L.I. Bugles N.

2. D.O.L.I. Res. v. H.K. Police M.

4. Tamar Res. v. Staff and Depart. N.

8. D.O.L.I. Band v. R.E. Res. M.

9. D.O.L.I. "B" v.

83. Co. R.G.A. M.

Submarine v. D.O.L.I. Res. N.

10. Staff and Depart. v. 83. Co. R.G.A. M.

1487. R.G.A. v. D.O.L.I. "B" S.

R.E. Res. v. D.O.L.I. Res. M.

15. Tamar Res. v. H.K. Police N.

16. D.O.L.I. "B" v. 83. R.G.A. M.

18. 87. R.G.A. v. D.O.L.I. Res. S.

21. 88. R.G.A. v. D.O.L.I. Band M.

21. Submarine v. D.O.L.I. Bugles N.

22. 87. R.G.A. v. R.E. Res. S.

22. D.O.L.I. Res. v. Staff and Depart. M.

26. 87. R.G.A. v. D.O.L.I. Band S.

28. R.E. Res. v. D.O.L.I. "B" M.

29. Tamar Res. v. D.O.L.I. Bugles N.

Gr. unds: M.—military; N.—naval; S.—Singapore.

Mutiny Veteran's Death.

Major-General Robert Cross Stewart, C.B., of 25, Palmeira Mansions, Hove, Sussex, some time Deputy Assistant Adjutant-General of the 2nd (Sir Edward Lugard's) Division, Assistant Military Secretary, Ceylon, Adjutant-General, Madras, and Governor and Commandant of the Royal Victoria Hospital, Netley, an India Mutiny veteran, who died on July 10 last, aged 88 years, left an estate of the gross value of £747 14s. 6d., of which £531 7s. 2d. is net personally.

Shanghai Share Market.

September 18.

There is little to report in the local share market during the past week, the chief feature being the fluctuations in the price of Langkats. Few transactions have taken place in Cotton Shares.

Synchess were done at 11s. 41, Shanghai Cottons at 11s 107 and Ewos at 11s 127. The rubber market remains neglected.

Sterling Quotation.—The T. T. Rate on London today is 2/8.

Business Recorded:—

12th September.—Langkats 11s. 24; and 11s. 25 cash. S. and H. Wharfs 11s. 107 September.

Ewos 11s. 128 cash. Kung Yik 11s. 13; cash. Kotas 11s. 4 cash. Suiwai Duris 11s. 6; cash. Chongts 11s. 3; cash. Samagages 11s. 0.55 cash.

13th September.—Langkats 11s. 24; cash. Ewos 11s. 128 cash. Langkats 11s. 3; cash.

15th September.—Mid-Autumn Festival. Exchange closed.

16th September.—Langkats 11s. 26 and 26; cash. Ewos 11s. 127; cash. Shanghai Cottons 11s. 107 cash. Kung Yik 11s. 10 cash. Ziangts 11s. 3 cash. Bukits 11s. 1; cash. Tramways 11s. 72 cash. Centrals 11s. 8 cash.

17th September.—Langkats 11s. 24; cash. Synchess 11s. 41 cash. Hall and Holts \$18; cash. Samagages 11s. 0.50 cash.

18th September.—Hongkong and Shanghai Banks \$800 cash. Shanghai Club 6 per cent. Debentures 11s. 101 cash. Langkats 11s. 24 September Synchess 11s. 41 cash. Shanghai Linds 11s. 91 cash.

Today's Advertisement

MAGISTRACY.

NOTICE is hereby given that a meeting of the Licensing Board will be held in the Council Chamber on Wednesday, the 5th day of November, 1913, at 2.15 p.m., for the purpose of considering applications for Publican's Licences, Restaurant (Adjunct) Licences and Hotel Keene's Adjunct Licences for the year 1913-1914 under the Liquor Consolidation Ordinance, 1911.

Forms of applications may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before Monday, the 15th day of October, 1913, and must be accompanied by a deposit of Four Dollars.

Applicants for transfers or new licences, and persons objecting to such applications, must appear in person.

R. H. KOTEWALL, Secretary to the Licensing Board.

Hongkong, 26th Sept. 1913.

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—

Good, Clean & Wholesome Milk.

THE WEEKLY TELEGRAPH.

CONTAINS ALL THE NEWS.

The most complete Mail Supplement in the Colony.

— PHOTOGRAPH —

Contains all the news of the week in a most attractive form and is the paper for mailing to friends at Home. This photograph this week is entitled "Interport Polo."

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To-day's Advertisements

"B.F.N." LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From MIDDLESBRO, LONDON AND STRAITS.

The Steamship.

"BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 10th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 26th Sept., 1913. (449)

THE DAIRY FARM Co., Limited.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on SATURDAY, the 11th October, 1913 at 12.30 p.m. for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1913.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 11th October 1913 both days inclusive.

By Order, M. MANUK, Secretary.

Hongkong, 26th Sept. 1913. (449)

MACKINTOSH & CO., LTD.



Here is a feature that is peculiar to Summit Collars—All fabrics used in Summits are thoroughly shrunk before cutting—sizes are permanently accurate, as the collars do not shrink or stretch.

Illustration Shows SUMMIT SHAPE 24

All Shapes \$4.50 per dozen

16, DES VŒUX ROAD.

WILLIAM POWELL, LTD.

TELEPHONE 348

NEW FOOTWEAR FOR

LADIES

SMART ATTRACTIVE STYLES. SPECIAL PRICES. EVERY POSSIBLE FITTING.

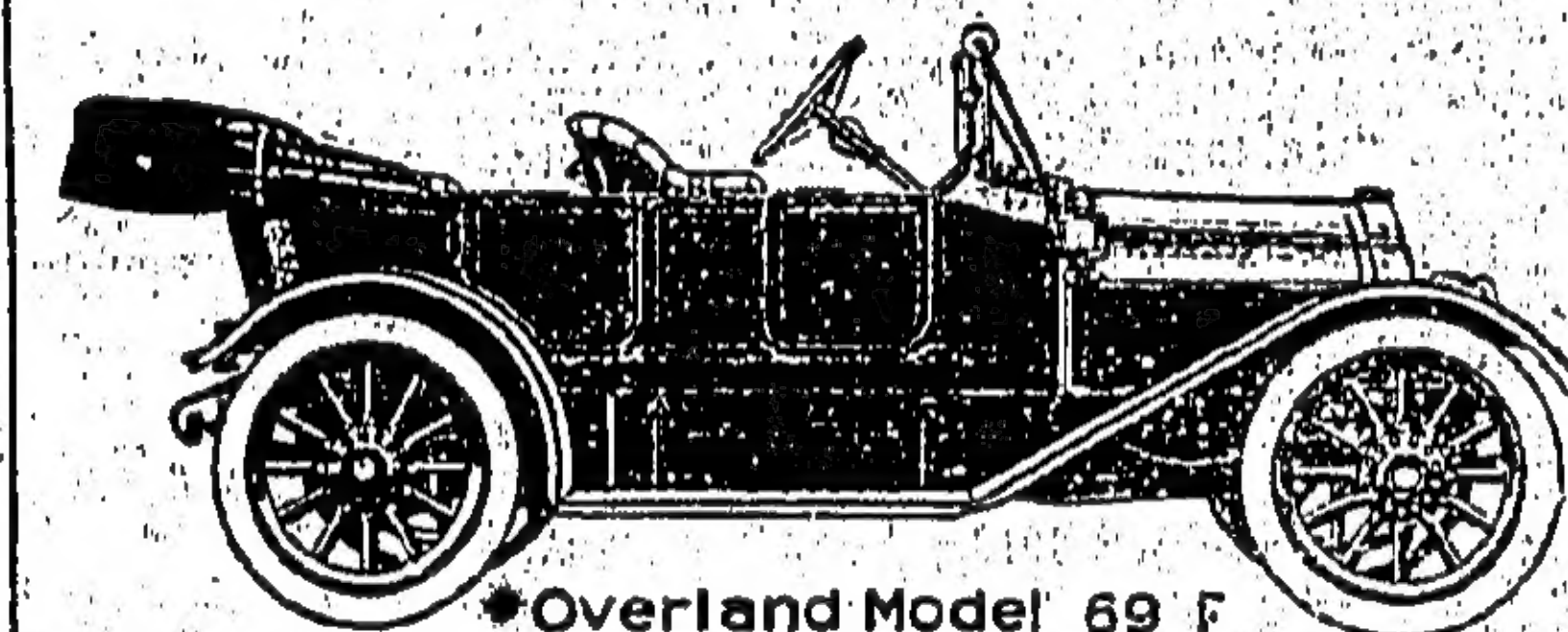
The Pick of Elegant Models.

J. ULLMANN & COMPANY.

We are the BEST Jewellers and also have the BEST Cut Glass, and Fancy Goods of all varieties.

Queen's Road, (Corner of Flower Street).

ORDER YOUR CAR AT ONCE!



A number of Overlands have now arrived and are finding a ready sale.

DRAGON CYCLE DEPOT. (Prospective Buyers can try this Car free of charge.)

MARTELL'S

BRANDIES.

The Firm of MARTELL & Co.



was founded, in 1715 and from that date up to the present time they have always shipped the finest pure Grape Brandies from the Cognac District. The Medical Profession recommend these Brandies as invaluable in cases of illness.



SOLE AGENTS

GANDE, PRICE & CO., LTD.

Wine Merchants.

6, Queen's Road Central, Hongkong.

TELEPHONE No. 1136

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	From Quebec
Empress of Asia 8th Oct.	Empress of Britain 30th Oct.
Empress of Japan 2nd Oct.	Allan Line 20th Nov.
Empress of Russia 5th Nov.	Empress of Britain 27th Nov.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," "EMPRESS OF ASIA," are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched to KOBÉ and MOJÍ on 27th inst. at 4 p.m.
S.S. "Apcar," 4,450 tons, Capt. Walker, will be despatched to SHANGHAI, KOBÉ and MOJÍ on 10th October.

WESTWARD.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, will be despatched to SINGAPORE, PENANG and CALCUTTA on 27th inst. at 1 p.m.
S.S. "Jelunga," 5,206 tons, Capt. Sullivan, will be despatched as above on 16 Oct.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 25th, 1913.

Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

Friday, 26th September.

10.00 p.m. "Fatshan," 5.00 p.m. "Kinshan,"

8.00 a.m. "Honam," 8.00 a.m. "Heungshan,"

10.00 p.m. "Kinshan," 5.00 p.m. "Fatshan,"

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 28th September.

The Company's Steamship,

"SUI AN,"

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL

Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	HIRANO MARU Capt. Fraser KATORI MARU Capt. Murai	T. 16,000 T. 20,000 WEDNES, 8th Oct. at d'light. WEDNES, 22nd Oct. at d'light.

VICTORIA, B.C. and SEATTLE Shanghai, via Moji, Kobe, Yokohama, and Yokohama	YOKOHAMA MARU Capt. Wada SANUKI MARU Capt. Noma	T. 12,500 T. 12,500 TUES, 7th Oct. at noon. TUESDAY, 21st Oct. at noon.
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SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	TANGO MARU Capt. Tomimaga NIKKO MARU Capt. Takeda	T. 13,500 T. 9,500 WEDNESDAY, 22nd Oct. at noon. WEDNESDAY, 19th Nov. at noon.
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CALCUTTA, via Singapore, Penang, BOMBAY via Singapore and Colombo.	HATATA MARU Capt. Nomura RANGGOON MARU Capt. Kamoshita	T. 12,500 T. 12,000 SATURDAY, 4th Oct. MONDAY, 29th Sept.
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KOBÉ & Yokohama	AKI MARU Capt. B. Kon	T. 12,500 Oct. at 11 a.m.
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NAGASAKI, Kobe & Yokohama	NIKKO MARU Capt. Takeda	T. 9,600 Oct. at 11 a.m.
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SHANGHAI, Moji and Kobe	PENANG MARU Capt. Murazumi	T. 12,000 SUNDAY, 28th September.
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SHANGHAI, Moji and Kobe	KANAGAWA MARU Capt. Machida	T. 12,500 MONDAY, 28th Sept.
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Cargo only.

Fitted with new system of wireless telegraphy.

PASSENGER SEASON—1914

FOR EUROPE.

Miyasaki Maru	16000 tons	sails Wednesday	28th January.
Kitano	18000	"	11th February
Iyo	15000	"	25th "
Irano	16000	"	11th March
Katori	20000	"	25th "
Kamo	16000	"	8th April
Kashima	20000	"	22nd "

FOR AMERICA.

Shidzuoka Maru	12500 tons	sails Tuesday	27th January.
Tamba	12500	"	10th February
Aki	12500	"	24th "
Sado	12500	"	10th March
Yokohama	12500	"	24th "
Awa	12500	"	7th April
Shidzuoka	12500	"	21st "

For further information apply to

Telephone No. 292.

T. KIKUOTO, Manager

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"LUCHOW"	To-day, at 4 p.m.
TSINGTAI, WEIHAWEI, CHEFOO & TIENSIN	"HUICHOW"	28th Sept. at 4 p.m.
SAIGON	"HANYANG"	28th Sept. at 5 p.m.
NINGPO & SHANGHAI	"SHAOSHING"	27th Sept. at d'light.
SHANGHAI	"YINGCHOW"	27th Sept. at m'night
HAIPHONG	"KAIFONG"	28th Sept. at 9 a.m.
CHINWANGTAO	"ICHANG"	29th Sept. at 4 p.m.
MANILA, OEBU & TILO	"TAMING"	30th Sept. at 4 p.m.
SHANGHAI	"ANHUI"	2nd Oct. at 4 p.m.
SHANGHAI	"CHENAN"	4th Oct. at m'night

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinbua," "Taming" and "Teau." Excellent saloon accommodation and ships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau." SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenau," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$4. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong 25th Sept., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

The s.s. "KIBY" 5566 RT. Captain Statsky, is expected to arrive at Hongkong about the 5th day of October, 1913.

N.B.—The exact date of arrival will be published after receipt of sailing telegram from Nagasaki. For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF.

Agent.

Hotel Mansions, 2nd Floor,

Rooms Nos. 12A & 14.

Telephone No. 1294. Hongkong, 25th Sept., 1913.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINE
STEAMSHIP CO.

Steamship	T.	Captains	For	Sailing date
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	SATURDAY, 4th Oct. 4 p.m.
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	TUESDAY, 14th Oct. 4 p.m.

Electric light Fans in every cabin; competent stewardesses carried.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 25 Sept. 1913.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamship	T.	Captains	For	Sailing date
Tjibodas	JAVA	2nd half Sept.	S'HAI	2nd half Sept.
Tjilatjap	JAPAN	2nd half Sept.	JAVA	2nd half Sept.
Tjilawong	S'HAI	1st half Oct.	JAVA	1st half Oct.
Tjilameek	JAVA	1st half Oct.	JAPAN	1st half Oct.
Tjilamah	JAPAN	1st half Oct.	JAVA	1st half Oct.
Tjilanas	JAVA	1st half Oct.	JAPAN	2nd half Oct.
Tjilareem	JAVA	1st half Nov.	JAPAN	1st half Nov.
Tjilint	JAVA	1st half Nov.	S'HAI	1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	H. S. Smith	Sept. 25, at noon
S.S. "Chiyo Maru"	22,000	W. W. Greene	Oct. 17
S.S. "Nippon Maru"	11,000	A. G. Stevens	Nov. 5
S.S. "Tenyo Maru"	22,000	E. Bent	Nov. 11
S.S. "Hongkong Maru"	11,000	S. Togo	Nov. 28

The S.S. Shinyo Maru will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Thursday the 25th Sept. at noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and telephone and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon.
Anyo Maru	18,500	Wednesday Dec. 3, Noon
Kyo Maru	17,200	Thurs., Feb. 5, 1914 at noon.

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

PACIFIC MAIL S.S. CO.

From HONGKONG	Arrive	Leave	From MANILA	Arrive	Leave
Oct. 11	CHINA	Oct. 16	Oct. 11	CHINA	Oct. 16
Oct. 18	NILE	Oct. 23	Oct. 18	MANCHURIA	Oct. 23
Nov. 15	PERSIA	Nov. 20	Oct. 25	NILE	Oct. 30

To San Francisco from Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (via Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless, Submarine Signal Service, and Blige Keels. Cuisine under Personal Supervision of Mr. V. Moroni, one of the World's most famous caterers.

THE COX to London by this route, with its unparalleled opportunities in 27 days, return ticket \$100. To San Francisco via Japan and Honolulu the cost is \$100. By the Indo-China Mail Line to San Francisco via Japan and Honolulu the cost is \$100. First Class accommodations are provided for 1st to 3rd class. (Agents) and to San Francisco via Japan and Honolulu the cost is \$100. Diplomatic, Consular or Civil Service.

Steamers: SIBERIA..... 18,000 Tons Sailing Oct. 4th at 1 p.m.

Passengers holding through Tickets have privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive	Leave	From MANILA	Arrive	Leave
Oct. 11	CHINA	Oct. 16	Oct. 11	CHINA	Oct. 16
Oct. 18	NILE	Oct. 23	Oct. 18	MANCHURIA	Oct. 23
Nov. 15	PERSIA	Nov. 20	Oct. 25	NILE	Oct. 30

King's Building (Opp. Blake Pier). R. C. MORTON, Agent.

Hongkong, 25th September, 1913.

DOUGLAS STEAMSHIP CO., LTD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOI AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships	Captains	Leaving
HAICHING	W. C. Fessmore	FRIDAY, 26th Sept., at 11 a.m.
HAICHUNG	J. W. Evans	SUN, 28th Sept., at 10 a.m.
HAITANG	A. E. Hodgins	TUESDAY, 30th Sept., at 11 a.m.
HAICHUNG	J. W. Evans	WEDNESDAY, 1st Oct., at 11 a.m.
HAITANG	J. S. Roach	FRI, 3rd Oct., at 11 a.m.

FOR SWATOW.

Steamers will arrive at and depart from the Co.'s Wharf near the Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrade & Co.

General Managers.

LOG BOOK.

Load Line Committee.

Commenting upon Mr. Buxton's new Departmental Committee for inquiring into the question of the loadline for steamers, Mr. H. M. Hyndman, the well-known Socialist, has stated to a Press representative that a strong protest was being made against the exclusion of any masters of vessels, seamen or firemen, or stewards from the committee, and the absence even of their accredited representatives. Here was a case, he said, where the lives of thousands of seamen were at stake, and yet they were allowed no representation upon the committee of inquiry. "The committee has asked me to appear before it to give evidence," states Mr. Hyndman, "but I have called on it to demand the production by the Board of Trade of the crushing evidence as to the effect of the raising of the loadline on old vessels." Heretofore that this information had been asked for in the House but refused on the score of expense, although Mr. Buxton, in reply to Mr. Jowett, had admitted in the House the increasing ratio of loss of lives of seamen on British ships.

Siam Steam Navigation Co.

The half yearly meeting of the Siam Steam Navigation Co., Ltd. was held at Bangkok on the 11th inst. Phra Boribon, took the chair, and Mr. W. Weimann, Mr. E. Leth, Mr. Paludan-Muller, and Mr. Bjorling were also present. The chairman presented the report and balance-sheet, which were adopted on the proposition of Mr. Weimann, seconded by Mr. Leth, and a dividend of five per cent. declared. Mr. S. H. Hendrick was re-elected a director, on the proposition of Mr. Leth, seconded by Mr. Weimann. Mr. Weimann said:—The prospects for the running half year are fair, but of course we cannot expect a balance-sheet again like the one just adopted, the result of which was largely influenced by the unusual rush of rice to Singapore and—more than can be ordinarily expected—by the cooperation with the Straits Steamship Co.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).
On
For
MANILA LOONOSANG* Satur., 27th Sept. at 2 p.m.
CHINWANTAO HOPSANG* Tues., 30th Sept. at noon.
S'PORE, Pang & C'outta CHIPSANG* Tues., 30th Sept. at 2 p.m.
TIENSHAN CHIPSANG* Wed., 1st Oct. at 2 p.m.
SHANGHAI HONGKONG* Thurs., 2nd Oct. at Noon.
MANILA YUENSANG* Satur., 4th Oct. at 2 p.m.
S'PORE, Pang & C'outta LAISANG* Satur., 4th Oct. at 2 p.m.
HONGKONG TO JAPAN (Occupying 24 days)
The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatsui," and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
The steamers "Choyasang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
*Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tientsin.
Taking Cargo on Through Bills of Lading to Kulat, Lahad Datu, Singapore, Tawau, Uakan, Jesselton and Labuan.
For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.
"Shire" Line Service.—Homebound.
For
LONDON & ANTWERP VESTALIA 20th October.
LONDON & ANTWERP DEN OF RUTHVEN 10th Nov.
LONDON & ANTWERP DENBIGHSHIRE 20th Nov.
Trans-Pacific "Shire" & "Glen" Joint Service.
VICTORIA VVER STLE DEN OF AIRLIE 14th November.
TACOMA & PLAND MONMOUTHSHIRE 22nd December.
VICTORIA VVER STLE DEN OF AIRLIE 14th November.
TACOMA & PLAND MONMOUTHSHIRE 22nd December.
Cargo accepted on Through Bills of Lading to all ports in Europe and North and South America.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215 Sub. Ex. No. 9 Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.
EASTWARD.
The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 4th October at 4 p.m. taking cargo and passengers at current rates.
For Freight and Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 215. Agents.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

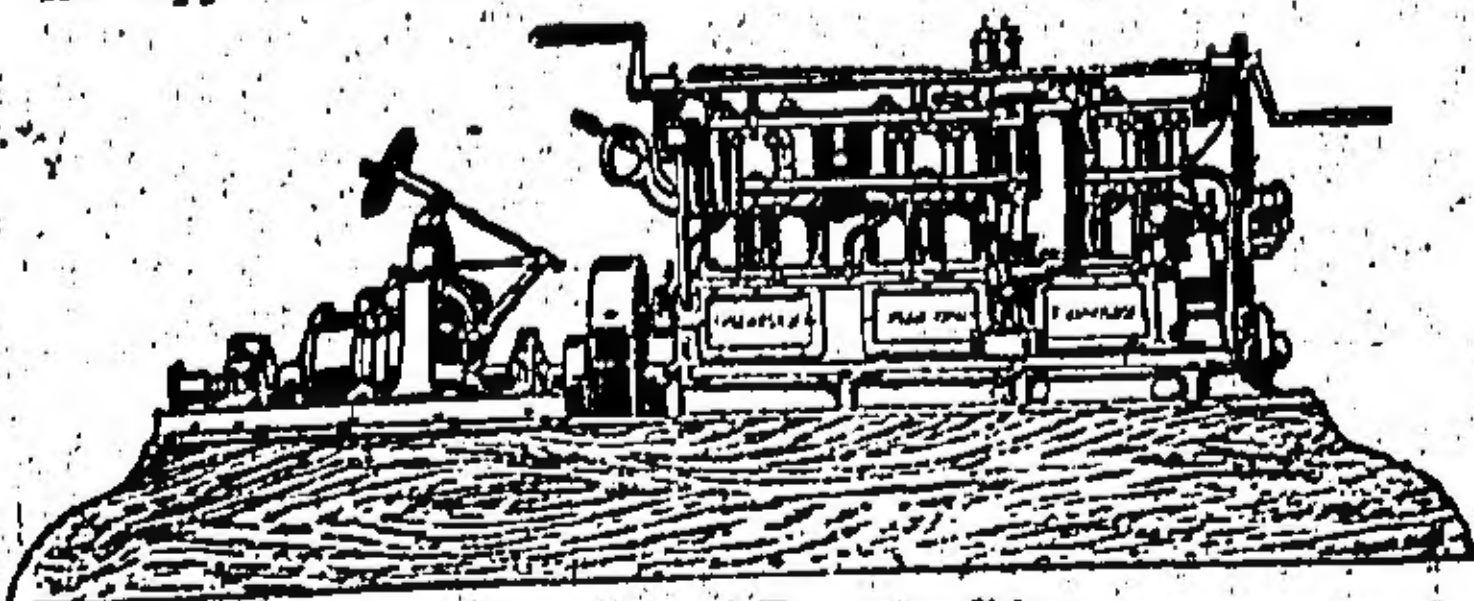
SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.
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TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London & Antwerp etc.	Radnorshire	J.M. Co.	12, Oct.
London & Antwerp etc.	Nore	P. & O.	1, Oct.
London & Antwerp etc.	Vestalia	J.M. Co.	18, Oct.
London via Usual Ports of Cal	Senegambia	P. & O.	27, Sept.
Havre, Bremen & Hamburg &c.	Liberia	P. & O.	1, Oct.
Trieste, Fiume, Venice, Singapore	Austria	J.W. Co.	15, Oct.
Port Said	Paul Lecat	M.M. Co.	7, Oct.
Marseilles, Eden & Hamburg &c.	Spezia	H. A. L.	3, Oct.
Marseilles, Havre & Hamburg	Hoerde	H. A. L.	5, Oct.
Marseilles, London & Antwerp	Hirano Maru	N. Y. K.	8, Oct.
Glasgow, London & Antwerp	Glenlogan	S. T. Co.	7, Oct.
Rotterdam, Hamburg & Antwerp &c.	Sachsen	H.A.L.	12, Oct.
N'ies, G'oa, A'ra, G'tar, S'ton	P. Ludwig	J.M. & Co.	1, Oct.

NEW YORK SAN FRANCISCO AND CANADA.

Ston & New York via Suez Canal	A. Prince	A. K.	29, Sept.
New York	Shimosa	D. & Co.	9, Oct.
San Francisco via K'ing & Japan	Siberia	P. M. Co.	4, Oct.
San Francisco via Keelung & Japan &c.	China	P. M. Co.	14, Oct.
Victoria, V'var, St'la, T'ma & Pland	Den o' Airle	J. M. Co.	16, Nov.
Vancouver, via S'hai Japan etc.	E. of Asia	C. P. R.	8, Oct.
V'via B.C. & T'ma via K'lung etc.	Mexico M.	O. B. K.	15, Oct.
Vancouver, Seattle etc.	C. F. Laeisz	H. A. L.	30, Sept.
Victoria, Vancouver Seattle, Tacoma & Portland	D. of Airle	J. M. Co.	16, Nov.
Victoria B.C. & Tacoma etc.	Seattle Maru	O. B. K.	2, Oct.
Victoria, B.C. & S'ile via Keelung, &c.	Y'hama M.	N. Y. K.	7, Oct.

AUSTRALIA.

Australian Ports via Manila	Coblenz	M. & Co.	4, Oct.
Australian Ports via Manila	Easton	G. L. Co.	0, Oct.
Australian Ports via Manila	Tango M.	N. Y. K.	22, Oct.

SINGAPORE COAST PORTS AND JAPAN.

Mexican, Peruvian & Chile etc.	Buyo Maru	T. K. K.	4, Oct.
Kobe	Persia	S. W.	27, Sept.
Kobe	China	S. W.	27, Sept.
Kobe	P. Sigismund M. & Co		14, Oct.
Yokohama and Kobe	Futaba	J. M. Co.	20, Sept.
Kobe etc.	Buyo Maru	T. K. K.	4, Oct.
Kobe & Yokohama	Aki Maru	N. Y. K.	9, Oct.
Moji, Kobe & Yokohama	Luzon Maru	O. S. K.	30, Oct.
Kobe, Shanghai, & Moji	Penang M.	N. Y. K.	27, Sept.
Yokohama & Kobe via Shan hai	Persia	S. W. Co.	27, Sept.
Nagasaki, Kobe & Yokohama	Nikko Maru	N. Y. K.	22, Oct.
Shanghai	Tibodas	J. Q. J. L.	29, Sept.
Shanghai, Kobe & Yokohama	Kagawa M.N.Y. K.		4, Oct.
Sh'hai, Moji, Kobe and Yokohama	Sumatra	P. & O.	9, Oct.
Shanghai, Kobe & Yokohama	Atlantique	M. M.	1, Nov.
Shanghai, Y'hama, Kobe & Moji	St. Helena	A. N.	7, Sept.
Moji, Kobe & Yokohama	Indo Maru	O. S. K.	3, Oct.
Swatow, Amoy and Foochow	Haizan	D. L. Co.	
Bombay via Singapore, Port	Saigon M.	O. S. K.	2, Oct.
Shanghai, Penang & Calcutta	Fooksang	J. M. Co.	30, Sept.
Singapore, Penang & Calcutta	A. Apoor	D. S. Co.	27, Sept.
Shanghai and Moji	Rangoon M.	N. Y. K.	20, Sept.
Bombay via S'pore & Colombo	Anhui	B. & S.	2, Oct.
Shanghai	Yingchow	B. & S.	27, Sept.
Shanghai	Tijpanas	J. Q. J. L.	27, Sept.
Shanghai	Hangsang	J. M. Co.	2, Oct.
Shanghai	Chenam	B. & S.	4, Oct.
Shanghai	Delft	P. & O.	9, Oct.
Chinwantao	Ishang	B. & S.	29, Sept.
Manila	Yuenang	J. M. Co.	4, Oct.
Chinwantao	Horsang	J. M. Co.	31, Sept.
Manila, Cebu and Iloilo	Taming	B. & S.	31, Sept.
Manila	Longsang	J. M. Co.	27, Sept.
Ningpo and Shanghai	Shaohsiang	B. & S.	27, Sept.
Anping and Takao via Swatow and Amoy	Sosha Maru	J. S. K.	1, Oct.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	4, Oct.
S'pore, Pang, R'goon & C'outta	Hakata M.	N. Y. K.	4, Oct.
Manila, Mangarin, Iloilo & Cebu	Zafro	S. T. Co.	4, Oct.
Shanghai, N'aki, Kobe & Y'om	Darflinger	M. & Co.	1, Oct.
Swatow, Amoy & Foochow	Hilayag	O. L. Co.	31, Sept.
Japan	Tjikata	J. Q. J. L.	8, half 8.
Java	Tjikatom	J. Q. J. L.	8, half 8.
Java	Tjikathi	J. Q. J. L.	8, half 8.
Java	Tjiklatap	J. Q. J. L.	8, half 8.
Java	Tjikilong	J. Q. J. L.	8, half 8.
Jesseltion, Kudat and Sandakan	Borneo	M. & Co.	8, half 8.
Swatow	Haimun	D. L. Co.	8, half 8.

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Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces or any kind of metal.
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DIRECT REVERSIBLE CRUDE OIL MOTORS.

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Europe,	Assaye
Calcutta,	Dilwara
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Australia,	Taiyuan
Shanghai,	Yingchow
Sandakan,	Borneo
Saigon,	Kaifong

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From	Vessels.
Moji,	Daiten Maru
Singapore,	Millford Hall
Singapore,	Persia

AMERICAN MAIL.

The T. K. K. s.s. Shinjo Maru leaves Hongkong on the 25th inst. and is due at San Francisco on the 21st October.

The T. K. K. s.s. Chiyo Maru left Honolulu for Yokohama on the 17th inst., where she is due on the 28th inst.

The T. K. K. s.s. Nippon Maru arrives at San Francisco from Honolulu on the 22nd inst. and leaves again for Hongkong on the 30th inst.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Japan arrived at Vancouver on the 16th inst., between at 8 and 10 p.m.

The C. P. R. s.s. Empress of Russia left Yokohama on the 18th inst., between 2 and 4 p.m.

GERMAN MAIL.

The I. G. M. s.s. Princess Alice which left here on the 21st of August arrived at Genoa on the 17th inst. at 1 p.m.

The I. G. M. s.s. Desinger carrying the German Mail with dates from Berlin left Colombo on the 21st inst. p.m. and may be expected here on or about the 1st of October.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Sigismund left Sydney on the 20th inst. at 11 a.m. and may be expected here on or about the 13th of October.

MERCHANT STEAMERS.

The s.s. Glenhurst passed the Suez Canal on 19th inst. for Hongkong via Straits.

The S. E. A. Co's s.s. Pekin left Singapore on the 22nd inst. and is expected to arrive here on the 29th inst.

The P. & O. s.s. Chartered Milford Hall left Singapore for this port on the 22nd inst. at 8 a.m. and is due here on the 27th inst., at about 6 p.m.

The Japanese s.s. Daiten Maru left Moji on 22nd Sept. for this port, and is due to arrive here on or about the 27th inst.

The Pen Line s.s. Benvorlich from Melbourne and London left Singapore on 20th inst. for this port and may be expected to arrive here on or about 26th inst.

The T. K. K. s.s. Tenyo Maru arrives at Honolulu on the 2nd inst. and leaves again for San Francisco on the 23rd inst. where she is due on the 29th inst.

The T. K. K. s.s. Buyo Maru arrived here from South America via Japan Ports on the 17th inst. and leaves again on the 4th Oct.

The N. Y. K. s.s. Mishima Maru (Europe Line) left Melbourne for this port on the 20th inst. and is expected here on the 22nd October.

The N. Y. K. s.s. Jinsen Maru (Bombay Line) left Bombay for this port on the 22nd inst. and is expected here on the 10th October.

The N. Y. K. s.s. Kirin Maru (Calcutta Line) left Calcutta for this port on the 23rd inst. and is expected here on the 13th October.

The N. Y. K. s.s. Nikko Maru (Australia Line) left Melbourne for this port via ports on the 24th inst. and is expected here on the 10th October.

The N. Y. K. s.s. Hirano Maru (European Line) left Seattle for this port via ports on the 24th inst. and is expected here on the 6th October.

The N. Y. K. s.s. Shidzuka Maru (American Line) left Seattle for this port via ports on the 23rd inst. and is expected here on the 28th October.

VESSELS IN PORT.

Steamers.

The N. Y. K. s.s. Hakata Maru (Calcutta Line) left Kobe for this port via Moji on the 25th inst. and is expected here on the 2nd October.

The N. Y. K. s.s. Aki Maru (European Line) left Colombo for this port via Singapore on the 25th inst. and is expected here on the 8th October.

The T. K. K. s.s. Kiyo Maru arrived at Salina Cruz from Manzanillo on the 22nd inst. and is due at Callao on the 2nd Oct.

The Danish s.s. Cathay has left Port Said on the 16th inst. and may be expected here on or about the 13th of October.

The s.s. City of Edinburgh left New York on 13th ult., and is due here on or about 30th inst.

The P. & O. s.s. Sumatra is expected to arrive at Colombo on the 19th inst., at 5 a.m.

The N. Y. K. s.s. Aki Maru (European Line) left Marseilles for this port via ports on the 6th inst. and is expected here on the 8th October.

The N. Y. K. s.s. Penang Maru (Bombay Line) left Bombay for this port via ports on the 9th inst. and is expected here on the 26th inst.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 9th inst. and is expected here on the 12th October.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port on the 9th inst. and is expected here on the 23rd inst.

The N. Y. K. s.s. Iyo Maru (European Line) left Shanghai for this port on the 19th inst. and is expected here on the 22nd Oct.

The N. Y. K. s.s. Yokohama Maru (American Line) left Kobe for this port via Moji and Shanghai on the 19th inst. and is expected here on the 28th inst.

The I. O. N. S. s.s. Hangsang from Shanghai is due at Hongkong on the 27th Sept.

The I. C. S. N. s.s. Fooksang from Moji is due at Hongkong on the 26th Sept.

The I. C. N. S. s.s. Yatsang from Calcutta is due at Hongkong on the 29th Sept.

The S. L. s.s. Denbighshire, passed the Canal on the 9th inst. and is due at Hongkong on the 10th Oct.

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For Light-Houses, Buoys, Railway Lights Automobile and Military Signal Lamps. Searchlights and Complete Installations for Houses and Sea Craft.

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YORK BUILDING

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York. And from Manila, Hongkong and Japan to Vancouver (B.C.) and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Ports, West India Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

S.S. ALBENGA	26th Sept.	S.S. SAMBIA	18th Oct.
S.S. C. F. LARSEN	30th Sept.	S.S. UNIRIA	5th Nov.
S.S. ARABIA	10th Oct.	S.S. ALTAMAR	18th Nov.
S.S. SEGOVIA	21st Oct.	S.S. SIROMIA	30th Nov.
S.S. ANDALUSIA	28th Oct.		

HOMEWARD.

For Y'var, St'la, and/or T. & P. (Or.)	For Havre & Hamburg:
S.S. D. FERDINAND 30th Sept.	S.S. SUDMARK 28th Oct.
For Havre & Hamburg:	For Y'var, St'la, and/or T. & P. (Or.)
S.S. GENEVIEVE 30th Sept.	S.S. ANDALUSIA 29th Oct.
For Marseilles, Emden & Hamburg:	For Rotterdam, Hamburg & Antwerp:
S.S. SPEZIA 30th Sept.	S.S. BAYERN 30th Oct.
For Marseilles, Havre & Hamburg:	For Marseilles & Hamburg:
S.S. HOERDE 9th Oct.	S.S. BRISGAVIA 31st Oct.
For Rotterdam, Hamburg & Antwerp:	For Havre, Emden & Hamburg:
S.S. SACHSEN 12th Oct.	S.S. ARABIA 15th Nov.
For Havre, Bremen & Hamburg:	For Havre, Bremen & Hamburg:
S.S. LIBERIA 15th Oct.	S.S. SAMBIA 22nd Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie,

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Aaron, J. M.
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Baker, E. T.
Bate, E. R.
Bates, H. B.
Bensimra, M.
Bowerman, W. E.
Balest, Dr. & Mrs. H.
Campbell, C.
Castro, Mr. & Mrs.
Mrs. F. X. D.A.
Castro, Miss D.A.
Castro, Master D.
Cambridge, A. J.
Chapman, P. T.
Chapman, A. A.
Chapman, Dr. A.
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Cawston, W.
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Gallotie, H.
Gears, Mr. and Mrs. I. H.
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Gordon, A. G.
Goulbourn, V.
Gourgey, I.
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Hewett, Hon. Mr. A. O. M. G.
Jobor, G. S.
Jackson, Mr. & Mrs. C. D.
Kenah, O. C.
Kabel, E. S.
Kudoorie, Ellis.
Krusman, A.
Leeman, T.

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Cox, H. F. J.
Castro, C.
Chen, T.
Connell, R.
Connell, H. E.
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Finch, Mr. & Mrs. W. W.
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Binden, Capt.
Christie, Mr. & Mrs.
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Hansen
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Carpenter, Mr. and Mrs.
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Cornell, W. A.
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Guernier, Mrs.
Meurer, Mrs.

Consignee

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MORU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before NOON, 10-DAY.
Goods not cleared by the 30th September, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees and Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
10, Queen's Road, 1913. (48) Hongkong, 23rd Sept. 1912.

Consignees

INDO-CHINA STEAM NAVIGATION CO., LTD.

From OALOUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 28th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by:-

JARDINE, MATHESON & CO., LTD.

General Managers.
Hongkong, 24th September, 1913. [18

FROM EUROPE.

THE H.A.L. Steamship

"SUEDMARK,"

Capt. J. Karberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st. prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 1st. prox., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:-
ex.s.s. "Rolansack" from a Setubal
"Ludwig" from Norrköping
"Bygdo" from Christiania
"Corstz Beck Frue" from Abus.

HAMBURG-AMERICA LINE
Hongkong, 25th Sept., 1913. [473

To Sail

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK via SUEZ CANAL.

(With liberty to call at M.A.S. Co's).

THE Steamship

"AFGHAN PRINCE,"
Capt. Whalley, will be despatched above on MONDAY, the 29th 8 p.m.

For freight and passage apply to ARNOLD, KARBURG & CO.
General Agents.
Hongkong, 25th Sept. 1913. [446

REGULAR STEAMSHIP SERVICE.

For NEW YORK

With Liberty to call at the Malabar Coast.

Proposed Sailing from Hongkong

s.s. "SHIMOSA" on or about 9th Oct.

For BOSTON and NEW YORK

s.s. "MONTROSE" on or about 6th Oct.

For Freight and further information apply to

DODWELL & CO., LTD.

Agents.
Hongkong, 18th Sept. 1913.

Notice

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47-49, Connaught Rd.

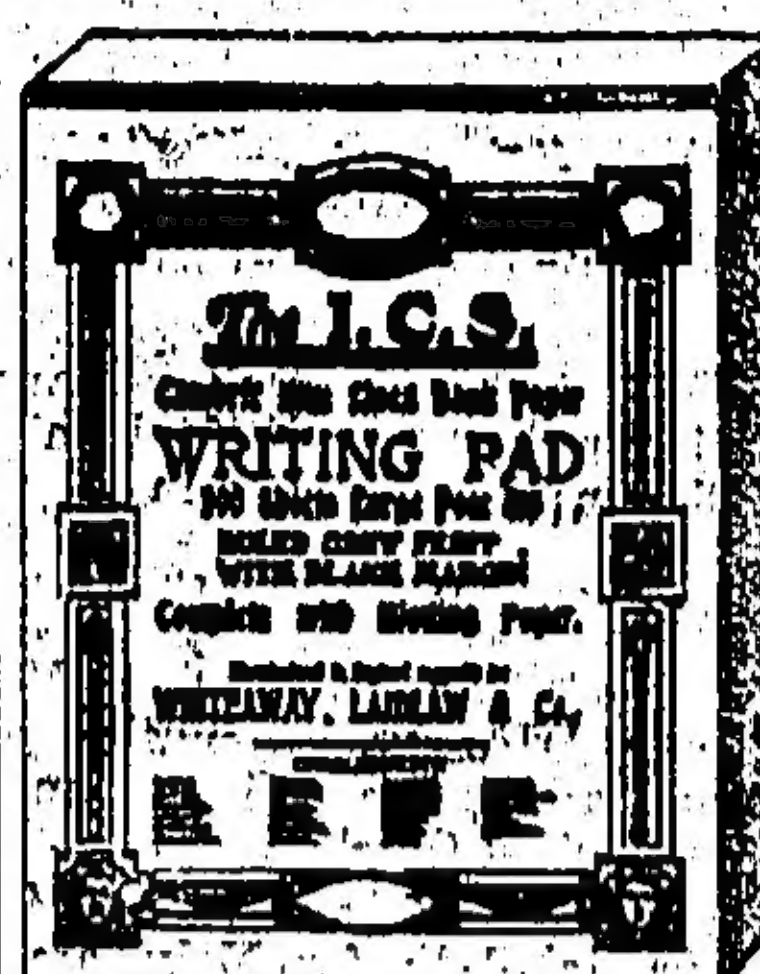
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Contain 100 Sheets Feint
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With Blotter.

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Reliable Value in
INEXPENSIVE WOOLLEN
SOCKS.
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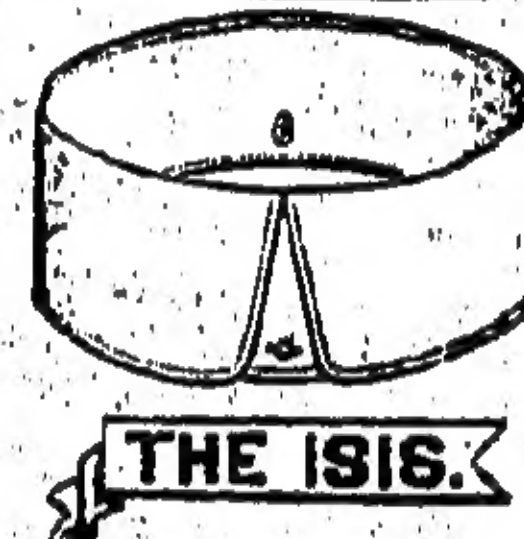
Spring Collars.

Smart Good Wearing Collars

Shape as Sketch.

1 1/2 1 3/4 2 2 1/4 2 1/2 Inch's High.

Price \$2.50 Dozen.



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use a microscope
to see disease
germs, but small
as they are, they
have deadly power.

ON the Powerful Disinfectant

is a safeguard against them. Use a solution of CN one table spoonful to the gallon of water—for washing floors and woodwork for flushing toilets and sinks, and for sprinkling on decaying matter. It will destroy germ life and make the home healthful.

"The Yellow-Backed" with "Globe" Top
THE CHINA COMMERCIAL CO.
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SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CELESTEAS.

CELESTEAS is a MELISSA and MINT cordial, which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, VITICULTEURS (FRANCE).
CALDERON, MACGREGOR & Co., Hongkong.

Entertainments

THEATRE ROYAL.

MLLE. TERA MUSRIA

For One Night Only

SATURDAY, 27th SEPTEMBER, 1913.

THE TURKISH EGYPTIAN VAUDEVILLE CO.

This Coy. of Artists will present a very enjoyable Programme with their talented Actresses Miss TERA MUSRIA and Miss RAHLOO who will introduce the latest English, French and Spanish Dances, also Turkish, Egyptian and Syrian Songs and Dances.

Enchanting Music! Charming Costumes!!

ADMISSION

Dress Circle \$3.00, Stalls \$2.00, Pit \$1.00

Commencing 9.15 p.m.

Booking at ROBINSON'S.

IBRAHIM RUFFIHT.—Sole Proprietor.

VICTORIA THEATRE

A COMPLETE CHANGE OF PROGRAMME FOR

FRIDAY 26TH & SATURDAY 27TH

SEPTEMBER

INCLUDING THE DRAMATIC PICTURE ENTITLED,

"LUCRETIA BORGIA"

IN TWO PARTS.

AND

GAUMONT GRAPHIC

No. 247.

ON SUNDAY 28TH SEPTEMBER

THE GREAT PICTURE

"A WOMAN'S MARTYRDOM"

IN TWO PARTS

BIJOU SCENIC THEATRE.

"THE RAGGEDY TWO"

CARLYN PHILLIPS

AND

VIOLET ELBE

DAINTY RACTIME SONGS AND DANCES

LATEST MOTION PICTURES.

Notice

JUST ARRIVED.

EX. S.S. EASTERN.

SMOKED FILLET HADDUCKS. KIPPED HERRINGS.

Also in hand, Fresh Deep Bay Oysters.

Open till Midnight.

ALEXANDRA CAFE Co.

TELEPHONE No. 1057

M. Y. SAN & CO.

CONFECTIONERY,

CHOICE CHOCOLATE.

BISCUITS, AND CAKES.

UP STAIRS

RESTAURANT AND ICE CREAM.

Nos. 92, 94 and 96, Queen's Road Central, HONGKONG.

REMINGTON TYPEWRITERS

(COPY OF LETTER)

Office of the President

PANAMA-PACIFIC INTERNATIONAL EXPOSITION

SAN FRANCISCO

January 2nd, 1913.

This is to certify that the
REMINGTON STANDARD TYPE-
WRITER is used exclusively for
the official business of the
Panama-Pacific International
Exposition.

CHARLES C. MOORE,

President.

SIEMSEN & CO., Sole Agents for

Hongkong, Canton, South China and Formosa.

Notices

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write o/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan., 1912.

WE have much pleasure in announcing to our

honourable patrons and customers, that we

have opened

A New SILK STORE

in the most up-to-date style and fashion at the large

and

Commodious Premises No. 38 & 40

Queen's Road Central.

Lately occupied by Messrs. H. Ruttonjee & Son,

where we are displaying an entirely new, handsome

and g. r. stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and

attractive designs and patterns.

The stock includes a choice selection of

Turkish, Persian & India Silk,

Carpets & Woollen Rugs

in shades and elegant patterns.

Prices specially reduced for summer.

Cheapest store in the Colony.

An early visit earnestly solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913.

COMMERCIAL.

Textiles for China.

The following information is

from the report by the British

Pro-Consul at Canton on the trade

of that district in 1912. A re-

view of the import figures from

1910 onwards leads one to the con-

clusion that tightness of a Money

Market during the revolutionary

period was not the sole reason for

the steady fall in almost all classes

of cotton goods. The demand

existing in 1910 was met by an

excessive supply, and out of the

whole range of cotton goods, Brit-

ish drills, cotton flannels, towels,

lenos and balzarines alone show

any increase in 1912 compared

with 1911, and British drills

alone give an advance on the

figures of 1910. The Chinese

consumer has not yet been edu-

cated up to the point of appreciating

the inherent superiority of the

dearer article; he prefers cheap

and gaudy goods, and to this fail-

ing the large Chinese stores pand-

er. The local output of cotton

fabrics would appear to be on the

increase, and further, there is no

doubt that the practice of imita-

ting foreign trade marks is be-

coming more prevalent. In con-

nection with the local industry

the rise in the importation of

aniline dyes from £11,523 in 1910

to £18,943 in 1912 is worthy of

note. Woollen goods and wool-

and-cotton mixtures show, in most

cases, the same decline as is evi-

dent in certain classes of cotton

goods, but here again there are two

notable exceptions. The import-

ation of tweeds and serges rose

from 87,613 yards in 1911 to

114,640 yards in 1912, while the

figures for cotton duck ad-

vanced from 193,894 to 403,168

yards, an increase of over 150

per cent. in the same period.

These figures reflect the tendency

of the Chinese of all classes to

adopt foreign methods of dress.

The inclination is general, and

not confined to any special class

of the population. The lower

class, however, while evincing

every desire to acquire a Euro-

pean exterior, do by no means

feel themselves obliged to acquire

the other adjuncts in the way of

under-clothing, which the Euro-

pean is apt to consider a necessity.

The ordinary "sweater," for

example, with its attached collar,

does away with the necessity of

the additional expense which

would be incurred by the pur-

chase of shirt and collar. The

imports of singlets and drawers

rose from 33,924 pieces in 1911

to 79,619 pieces in 1912, but

there is no corresponding increase

in the way of material for shirts

(cotton or woollen). The Chinese

of the middle and lower classes

will adopt only those articles of

foreign dress which prove their

suitability to the climate, and in

this they show much common

sense.

Don't forget after the Show,

Supply and Display of Remington's

ALEXANDRA CAFE

Open till Midnight

COMMERCIAL.

The Trade of Saigon for 1912.

The district of His Majesty's Consul at Saigon embraces the whole of French Indo-China, but the present report only deals with the trade of the port of Saigon in Cochinchina. The value of the total foreign trade of the port of Saigon for the last three years has been as follows:—

	1910.	1911.	1912.
Imports	25,566,938	25,275,020	25,555,565
Exports	7,062,148	5,038,915	4,738,275
Total	32,629,086	30,313,935	30,293,840

The decrease in value is due to poor rice crops in two consecutive years. The same cause contributed to the difficulties in which two large allied Chinese firms of old standing found themselves in May, 1912, and in which several of the European houses in Saigon were considerably interested. A result of the crisis has been a restriction of credit all round, and particularly as regards advances to Chinese. The former too easy manner in which the Chinese rice millers and merchants obtained advances from the banks for the purchase of paddy and other produce from natives up country has now practically ceased, and the banks will generally only advance against produce on its arrival. In view of the fact that Cochinchina is a French Colony, governed by French officials, and containing a population of several thousand French people with comparatively few other Europeans, it is natural that there should be a large demand for French goods. France has about 40 or 50 per cent. of the total import. This does not mean, however, that Europe is in a position to compete for the other 50 or 60 per cent. Much of the total import consists of the natural products of the neighbouring countries which it is impossible for the Western nations to supply, and of articles of purely native manufacture in China, in the production of which Europe can hardly hope to compete. Amongst such articles are animal products from Hongkong (meat, live sheep, edible birds' nests, raw silk, &c.); fruits, seeds and vegetables from China and the Straits; opium from India and China; hemp, Chinese silk goods, Chinese medicine and drugs, fire-crackers and joss-sticks, Chinese pottery, shoes and paper, Chinese vermicelli, grass matting, and numerous other items, which added together form a very considerable proportion of the total import. Again, to arrive at an idea of the proportion of the import trade left open to the enterprise of European manufacturers it would be necessary to eliminate the value of the gunny bags from British India (average for the three years about 224,000 per annum), of the kerosene oil from the United States and Netherlands India (average 2133,000), of the gold leaf (average 2221,000), and of other similar special articles. If deduction were made of all these items it would be seen that France's share in the goods capable of being supplied by Europe is indeed overwhelming, and may probably be regarded as equivalent to about 90 per cent. Thus, in 1912, of the value of woollen goods imported 84 per cent. was French, of machinery 87 per cent., iron and steel about the same, of liquors 90 per cent., of cotton piece goods over 98 per cent., of cement 97 per cent., and of motor cars 100 per cent. Rubber appears in the customs returns of exports to the amount of 98 tons, valued at 217,211. There are now about 170,000 acres of rubber estates in Cochinchina, of which some 32,600 acres are planted with about 4,000,000 trees. The exceptionally long dry season of 1911-12 was rather a severe trial to the young trees, but the damage reported is on the whole less than might have been expected. In a few years' time the export of rubber ought to show a very considerable increase.

London Tea Report.

Messrs. W. J. and H. Thompson's Weekly Circular, dated August 20, advises:—A good demand prevails, and importers continue to enjoy excellent results from sales, but the high level of value seems to be influencing a

somewhat hesitating market for fair to good medium Indians, and the week's sales have recorded a perceptibly easier tendency in prices for these grades, more noticeable on whole leaf than on broken. There is an abundance of tea coming within the range of 9d. to 15d. per lb. Good to fine teas remain firm, but the market closes with an undercurrent of easiness for common Indian tea. While imports and stocks of all teas are below the average of recent years, deliveries are above and continue good. China—Sunda, with 1,358 pkgs. and 6,108 pkgs. in transit. There have been no public sales this week. Privately: The market remains very quiet, although a few Keemun over 1s. per lb. have attracted some inquiry. A few small contracts have passed for common to fair Mouling from 51. to 6d. per lb. Buyers are operating principally for immediate requirements. Java: Offerings during the week 2,400 pkgs., against 8,117 pkgs. last year. Total from January 1 to date 150,457 pkgs. against 138,300 pkgs. last year. There was a rather smaller quantity on offer this week than the sales passed with spirit. The market was decidedly firmer all round, and better class teas were fully 1d. per lb. dearer than last week. Plain Broken Pekoes sold freely and advances were sometimes recorded, while clean leaf Pekoes were wanted and can be quoted rather dearer. Among the highest averages were: Goalpara, 10s. 1d.; Windoe, 9s. 1d.; Tjageroe, 8s. 1d.; Sangiang and Badjong Sokor, 8s. 1d. The average for the whole sales on Garden Account is 8s. 1d. per lb., compared with 7s. 1d. per lb. a year ago. Messrs. Lloyd, Matheson and Carrut report concerning China Tea:—Quotations in the private market remain unaltered. There is, however, rather less doing the last few days in fine grades of Monings, but in teas for prices a good many contracts have been put through at cheap rates. Green Tea: A considerable business is in progress in Green Teas of nearly every grade, the exception being Foong Mee, which at present are rather neglected.

Grandchild of Raja Brooke.

The Rani Mu a of Sarawak (the Hon. Mrs. O. V. Brooke) gave birth to a daughter at 18, Davies street, W., on September 2.

Public Auction.

PARTICULARS AND CONDITIONS

of the letting by Public Auction Sale, to be held on Monday, the 29th day of Sept., 1913, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Fife Street Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Reg. No.	Locality.	Boundary Measurements (Approximate).	Contents in 2 square feet.	Annual Rent.	Upper Rent.
100	at Fife Street Mong Kok	100 ft. by 100 ft.	2,571 sq. ft.	300	1,200

Public Companies

HONGKONG & CHINA GAS COMPANY, LTD.

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet. By Order of the Directors, J. J. McCUBBIN, Acting Local Secretary and Resident Engineer.

Public Companies

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of the Hongkong Hotel Company, Limited will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on Saturday, the fourth day of October, 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10a. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary Meeting which will be subsequently convened.

Dated this 22nd day of September, 1913.
By order of the Board of Directors,
J. H. TAGGART,
Acting Secretary.

THE HONGKONG TIMBER COMPANY.

NOTICE is hereby given that the business carried on by me, the undersigned under the style of the Hongkong Timber Company will on and after the 1st day of October, 1913 be transferred to Messrs. Melchers & Co. free from all debts and other liabilities. All creditors and others are hereby requested to send in their claims to me on or before the 30th day of September, 1913.

Dated this 25th day of September, 1913.
THOMAS W. KYDD,
Alexandra Buildings.

The business of the Hongkong Timber Company carried on by Mr. T. W. KYDD will on and after the 1st day of October 1913, be carried on by us the undersigned under the style of Messrs. MELCHERS & COMPANY TIMBER DEPARTMENT.
Dated this 25th, Sept., 1913.
MELCHERS & CO.
Queen's Buildings.

Notices

SPECIAL SALE OF WORK IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

The Superioresse and Sisters of the Italian Convent have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the

22nd to 27th inst., inclusive, commencing each day at 10 a.m. A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these, there will also be a large range of bonbons, all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced. The Superioresse and Sisters beg to solicit the patronage of a generous community to aid in work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT.
28, Caine Road.
Hongkong, 19th Sept., 1913.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60, Wall Street, New York.
London Office—1, Bishopsgate, E.C.

BRANCHES.

Bombay, Calcutta, Canton, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.
Capital and Reserve—\$20,000,000 (Gold).
Assets—\$20,000,000 (Gold).
Every description of banking business transacted.
CURRENT ACCOUNTS opened on the terms of the Bank's Circular Letters of Credit.
DEPOSITS RECEIVED, fixed for one year at 4 1/2 per cent., or for shorter periods, at rates, which may be ascertained on application.
MONEY EXCHANGED AND COLLECTED.
MAILS AND TELEGRAPHIC REMITTANCES MADE.
LETTERS OF CREDIT AND DRAFTS issued for all the principal cities in the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available in all parts of the world.
PURCHASE AND SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.
GEORGE HODGSON, Manager.
9, Queen's Road, Hongkong.
Hongkong, 1st Nov., 1912 1913

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.
Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port (Arthur), San Francisco, Shanghai, Tientsin, Tokyo, Los Angeles.

Interest Allowed on Current Account.
Deposits received for fixed periods at rates to be obtained on application.
EISHI ONO, Manager.
Hongkong, 31st Mar., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.
HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund " £1,700,000
Proprietors " £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. S. HEWETT, Acting Manager.
Hongkong, 11th April, 1912. [23]

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up: \$1,250,000.)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.
SHEWAN TOMES & CO. General Managers.
Hongkong, 19th March, 1908 [32]

PEAK TRAMWAY CO. LIMITED.

TIME TABLE

WEEK DAYS	1.00 A.M.	2.00 A.M.	3.00 A.M.	4.00 A.M.	5.00 A.M.	6.00 A.M.	7.00 A.M.	8.00 A.M.	9.00 A.M.	10.00 A.M.	11.00 A.M.	12.00 P.M.	1.00 P.M.	2.00 P.M.	3.00 P.M.	4.00 P.M.	5.00 P.M.	6.00 P.M.	7.00 P.M.	8.00 P.M.	9.00 P.M.	10.00 P.M.	11.00 P.M.	12.00 A.M.
1.00 A.M.	2.00 A.M.	3.00 A.M.	4.00 A.M.	5.00 A.M.	6.00 A.M.	7.00 A.M.	8.00 A.M.	9.00 A.M.	10.00 A.M.	11.00 A.M.	12.00 P.M.	1.00 P.M.	2.00 P.M.	3.00 P.M.	4.00 P.M.	5.00 P.M.	6.00 P.M.	7.00 P.M.	8.00 P.M.	9.00 P.M.	10.00 P.M.	11.00 P.M.	12.00 A.M.	

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 415,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. B. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be beaten. If Equalled For Bread, Cakes, Confectionery, meals with Wines & Liquors.

Banks

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
RESERVE FUNDS:

Sterling £1,500,000 at 2/-
Silver 17,450,000

Reserve Liability of Proprietors \$15,000,000
COURT OF DIRECTORS:
S. H. Dodwell, Esq.—Chairman.
Hon. Mr. D. Landale—Deputy Chairman.
G. Friesland, Esq.
O. B. Gubbay, Esq.
F. H. Holyoak, Esq.
G. H. Laurens, Esq.
F. Lieb, Esq.
W. L. Patten, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shollim.
H. A. Stebbins, Esq.
CHIEF MANAGER:
Hongkong—N. J. Stabb, Manager.
Shanghai—A. G. Stephen.
London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.
N. J. STABB, Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.
Rules may be obtained on application.
INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 Per Cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB, Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up Sh. Tael 7,500,000
Head Office.—Shanghai.
Board of Directors.—Berlin.
Branches:
Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinan, Tsingtau, Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.
INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
R. TIMMERSHEIDT, Manager.
Hongkong, 9th Oct., 1911. [2]

THE MERCHANTS BANK OF INDIA, LIMITED.

Authorized Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 415,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.
Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. B. LINTON, Manager.

THE ALEXANDRA CAFE

Cannot be beaten. If Equalled For Bread, Cakes, Confectionery, meals with Wines & Liquors.

Exchange

Selling	T/T Marks
T/T Shanghai 3-16	T/T Marks 305
Demand 12-3/16	T/T France 354
80 d/s 2-14	On Haiphong 1 1/4 % pm.
60 d/s 2-5/16	On Saigon 1 % pm.
4 m/s 2-3/16	On Bangkok 76 1/2
T/T Shanghai 72 1/2	Buying
T/T Singapore 86	4 m/s L/C 2-11/16
Private 30 d/s sight S'hai 73 1/2	4 m/s D/E 2-13/16
T/T Japan 97 1/2	6 m/s L/C 3-1/16
T/T India 149 1/2	30 d/s S'ney & Melbourne 2-15/16
T/T Bombay 149 1/2	30 d/s San Fco & New York 49 1/2
Demand Bombay 149 1/2	4 m/s Marks 211
T/T Calcutta 149 1/2	4 m/s France 259 1/2
Demand Calcutta 149 1/2	6 m/s do 26 1/2
Demand India 149 1/2	Bar Silver ready 28 1/2
Demand Manila 98 3/4	forward 28 1/2
T/T San Fco & New York 48 3/4	Gold Leaf per tael 52 1/2
T/T Java 12 1/4	Bank of England rate 41 1/2
	Sovereign 89 30

Subsidiary Coins.

Discount per \$100
Chinese 20 ots. pieces 8 1/4 %
Chinese 10 " 8 3/8 %
Hongkong 20 " 8 1/4 %
Hongkong 10 " 8 1/4 %

SHARE REPORT.

STOCKS & PAID UP VALUE. BANKS. CLOSING QUOTES. DIVIDEND AND DATE.

STOCKS & PAID UP VALUE.	BANKS.	CLOSING QUOTES.	DIVIDEND AND DATE.
Hongkong & S'hai \$125		\$790	\$2 at ex 1/11/15 equal to \$20.31 for 1/2 year ending 30/6/13
Cantons \$50		\$32 1/2 b.	\$18 for 1912
North China \$5		\$137 1/2 b.	Final of 1 1/2 p.c. making 20 p.c. for 1911
Unions \$100		\$785	Final of \$20 making \$50 for 1911 and Interim of \$30 for 1912
Yangtzes \$50		\$191	Final of \$12 mak. \$15 for 1911 & Int. of \$3 for 1912
China Fire \$20		\$149 b.	\$10 for 1911
Hongkong Fire \$50		\$367 b.	\$27 for 1911
China & Manilla \$25		\$81 s.	\$1 for 1906
Douglas Steamship \$50		\$35 s.	\$1.50 for year end'g 30/6/13
Steamboats \$15		\$28 1/2 b.	Dividend of \$1 for half year ending 31/12/12
Indo-China (Preferred) \$5		\$79 b.	6 p.c. for years 1912 and 1913 on preferred shares
"Shell" Transports \$1		\$107 1/2 b.	Final of 4 1/4 making 6 1/4 for year ending 31/12/12
"Star Ferry" \$10		\$57 1/2 b.	Int. of 1/2 a/c. 1913
China Sugars \$100		\$95 b.	\$2 on 10,000 shares 1st issue
Luzon Sugars \$100		\$35 s.	\$1 on 10,000 " 2nd "
Chinese Engineerings \$1		\$32/6	\$1 on 10,000 " 3rd "
Trochols \$1		\$55/	for year ending 30/4/13
Rauhs \$1		\$31.10 b.	\$3 for 1912
Kowloon Wharfs \$50		\$90 s.	\$3 for 1897
H.K. & W'poo Docks \$50		\$78 b.	Interim of 3 1/2 p.c. 8 1/2/5d per share. Coupon No. 1 account year 10/6/12
Shanghai Docks T. 100		\$3	Int. of 2/6 a. 1913
Hongkew Wharfs T. 100		\$106 b.	1/2 for 1909
Anglo French Lands T. 100		\$194	Tls. 6 29 1/2
Hongkong Hotels \$50		\$125	\$3 on old shares, \$1.50 on new shares for half year 31/12/12
Hongkong Lands \$100		\$113 s.	\$3 1/4 for 1/2 year ending 30/6/13
Humphreys Estates \$10		\$94 b.	50 cents for 1912
Kowloon Lands \$30		\$46	\$2.80 for 1912
Shanghai Lands T. 30		\$1.91	5 p.c. for half to 30/6/12 & final of 6 p.c. making 11 p.c. for 1912
West Points \$50		\$72 s.	\$2 for 1/2 year ending 30/6/12
Manila M'pole Hotel P. 10		\$8	15 per cent. for 1910
Ewos T. 50		\$138 b.	7 p.c. for year ending 31/10/12
Shanghai Cottons T. 110 b.		\$110 b.	Tls. 10 for half year ending 30/6/13
Laon Kung Mow \$97		\$97 b.	
Kung Yik \$131		\$131 b.	
Hongkong Cottons \$10		\$94 1/2 s.	50 cents 31/7/08
China-Borneo \$126		\$91 b.	85 cents for 1912
Light and Powers \$101		\$101 s.	
Do. (Spec. shares) \$11		\$11 s.	
China Providents \$10		\$860 s.	70 cents for 1912
Dairy Farms \$6		\$28	\$1.25 for year end'g 31/7/12
Green Islands \$10		\$61 b.	40 cents for 1911
Hongkong Electric \$10		\$41 b.	\$1.60 per share for 1912
Hongkong Ice \$25		\$172 s.	\$2 interim for 1913
Hongkong Ropes \$10		\$33	\$1 interim for 1913
Langkats \$10		\$22	Tls. 1 account 1913
Morning Post \$25		\$22	None
Peak Tramway \$10		\$92 s. & b.	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30/4/13
Do. (new) \$1		\$90 otc.	Final of \$5 p.c. making 7 1/2 p.c. for 1912
Hongkong Electric Trams \$6 s.		\$6 s.	None
Philippines \$10		\$5	\$1.50 for 1910
H. Price & Co., Ltd. \$10		\$6	
Bootee des ferred \$50		\$20	
Papierettes paid up \$50		\$50	
du Tonkin \$50		\$50	
Shanghai-Sumatra T. 20		\$150	No dividend this year
Steam Laundry \$5		\$4	50 otc. for year end'g 31/5/1
United Asbestos \$10		\$91 1/2 b.	20 per cent. per ordinary share for year ended 31/12/12
Oriental Agency \$10		\$300	\$1 per share for year ending 31/12/1912
Founders (Shares) \$10		\$17 1/2 b.	25 per cent. for year ending 31/7/11
Union-Waterbank \$10		\$17 1/2 b.	50 cents for 1912
Weismann & Ltd. \$10		\$30	40 otc. year ending 30/6/12
Watson \$10		\$10	
William Powell \$10		\$10	

WRIGHT AND HORNBY.

WRIGHT AND HORNBY.

POSTAL SERVICE.

Dissatisfaction Over Recent Report.

The findings of the Departmental Committee on Wages and Conditions in the Postal Service have given rise to much dissatisfaction in the ranks of the workers concerned states the *Evening Standard* of August 18. The National Joint Committee representing the whole of the unions catering for postal servants has been summoned to meet at Matlock on Wednesday and the following days of this week to discuss the report. The general criticism levelled against the report is that, whereas the committee was set up to consider what changes, if any, were necessary to enable postal servants to meet the increased cost of living, it makes no recommendation under this head so far as the great mass of postal servants are concerned. The most satisfactory feature of the report is held to be that dealing with the conditions of postmen and the lower-paid grades generally, but all the unions are pledged to not together in this matter.

Among the thousand or so women employed at the London Central Telegraph Office intense dissatisfaction is expressed with the report. Their reply to the report appears to be summed up in the words of one as "thank you for nothing." It is admitted that work of the female staff compares favourably with that of the male telegraphists. The men employed in London receive a maximum of 65s. a week, while the women's maximum is but 40s. The latter hoped that the committee would recommend that this inequality should at least be modified, but they have been disappointed.

Many Grievances.

"We not only complain of the payment we receive, although that is very unjust when a comparison is made between our work and that of the male staff," said a woman employed at the Central Telegraph Office on Saturday. "There are many other grievances that we hope to have remedied. Telegraphic work admittedly imposes a great strain upon the nerves, and taking that into consideration our hours are much too long. The clerks in the Savings Bank, whose work possesses more variety and is far less distracting, are given but six hours a day, while we are compelled to work eight, or forty eight hours a week. Our duty is what is known as 'up and down.' That is to say, we work six hours one day and ten the next, or seven hours and nine hours. Out of the long hours we are only allowed half an hour off for meals. This half hour, too, is reckoned from the time when the instrument is left to the time of our return to it. The instrument-room is at the top of the building, and quite three minutes is spent coming and going to the dining-room on the first floor, which is reached by descending two flights of stairs and crossing a bridge. Tea is served at the switchboard or instrument, and we have to bolt it down at our work. We particularly hoped that proper provision would have been made for meals. The present system is

the cause of frequent break-down in girls' health. What business firm employing girl secretaries or girl typists would refuse an hour for luncheon?"

Understaffing.
"Much dissatisfaction has been expressed in regard to the staffing. Food strikes have occurred on several occasions, but there has so far been but little amelioration in this matter. Another long-hoped-for boon is the weekly half-holiday. The committee were, however, apparently under the impression that the so-called 'modifications' were a substitute for this. It is quite true that we are occasionally allowed to leave duty one hour earlier, at as no previous notice is given it is practically useless to the recipient. The whole working of the office is indeed, based upon the principle of understaffing. This is especially true in connection with the switch section which deals with the work of the metropolis and enables offices to be put into direct telegraphic communication. The superintendents are pressed to get as much work out of the staff as possible, and the result of the understaffing is that much delay is caused to messages, besides the extra pressure that is put upon the girls. Delay is constantly accumulating. The female telegraphist is denied practically all the recreations of her friends. Tennis in the summer or hockey in the winter are not for her, for every other evening we have to remain at the office up to eight o'clock at night; the same applies to alternate Saturdays. Even bank holidays have to be provided for and days taken in exchange during the winter months. As you might expect, the harsh conditions of service that I have mentioned above have a bad effect on our health. I can honestly say that we are, on entering, the pick of the healthy girls of the country, for candidates for our positions have to pass a most severe medical examination. A few months ago, when an official return was made of the sick leave, the Central Telegraph Office showed the highest percentage of sick leave in the whole Civil Service. Nearly eight per cent. of the employees—three the pick of the country's health—had sick leave during the year."

Home Leave.

Lieutenant G. R. R. Thorp, 1st Bn. K.O.Y.L.I., has been granted leave of absence on private affairs from November 4 to July 4, 1914, with permission to proceed to the United Kingdom.

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap rates.

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNN

HABANA PLANTEURS.

"THE
IDEAL
SMOKE
OF THE
CONNOISSEUR."
OBTAINABLE
FROM ALL
CIGAR
MERCHANTS.



H. RUTTONJEE & SON,
14, QUEEN'S ROAD CENTRAL.

POST OFFICE.

MAILS ARRIVED TO-DAY.

Lyons, Manila
Taming, Manila
Luzon, Manila
Maitland, Hongkong, Pakhoi & Hoihow
Assaye, Shanghai
Siberia, Manila

MAILS CLOSE TO-DAY.

Japan via Kobe—Per JAPAN, 26th inst., 8 p.m.
Ningpo, Shanghai & North China—Per SHAOHSING, 26th inst., 5 p.m.
Shanghai, North China, Japan via Kobe—Per SUDMARK, 26th inst., 5 p.m.
Swatow—Per PITOHABURI, 26th inst., 5 p.m.

TO-MORROW.

Shanghai and North China—Per IDOMENUS, 27th inst., 8 a.m.
Swatow—Per SCOTIA, 27th inst., 9 a.m.
Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon, Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel Mail will be closed to-day at 5 p.m.—Per ASSAYE, 27th inst., 11 a.m.

Straits and India via Calcutta—Per DILWARA, 27th inst., noon.
Philippine Islands—Per LOONGSANG, 27th inst., 1 p.m.
Macao—Per SUI TAI, 27th inst., 1.15 p.m.
Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per TAIYUAN, 27th inst., 2 p.m.

Saigon—Per PHRANANG, 27th inst., 2 p.m.
Siberia
Shanghai and North China (Europe & Siberia)—Per YINGCHOW, 27th inst., 5 p.m.
Jesselton, Kudat, Sandakan—Per BORNEO, 27th inst., 5 p.m.
Halphong, Pakhoi and Saigon—Per KALFONG, 27th inst., 5 p.m.
Swatow and Bangkok—Per Samsen, 27th inst., 5 p.m.

SUNDAY, 28th inst.

Swatow—Per HAIMUN, 28th inst., 9 a.m.

MONDAY, 29th inst.

Chinwangtao—Per IOHANG, 29th inst., 3 p.m.

Shanghai, North China, and Japan via Yokohama—Per PERSIA, 29th inst., 4 p.m.

TUESDAY, 30th inst.

Swatow, Amoy & Foochow—Per HAIYANG, 30th inst., 10 a.m.

Chinwangtao—Per HOPSANG, 30th inst., 11 a.m.

Straits and India via Calcutta—Per FOOSANG, 30th inst., 1 p.m.

Philippine Islands—Per TAMING, 30th inst., 3 p.m.

Swatow, Amoy and Formosa via Anping and Takao—Per SOSHU MARU, 30th inst., 5 p.m.

Shanghai and North China—Per KOERBER, 30th inst., 5 p.m.

WEDNESDAY, 1st October.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per PRINZ LUDWIG, 1st October, 9 a.m.

Swatow—Per HAIMUN, 1st Oct., 10 a.m.

Tientsin—Per CHIPSHING, 1st Oct., 1 p.m.

Canada and American Mails, Japan via Kobe, Victoria, Tacoma, Vancouver and Seattle, Per IXION, 1st Oct., 2 p.m.

Canada and American Mails, Japan via Kobe, Victoria, Tacoma, Vancouver and Seattle, Per SEATTLE MARU, 2nd Oct., noon.

Shanghai & North China—Per ANHUI, 2nd Oct., 3 p.m.

FRIDAY, 3rd Oct.

Swatow, Amoy and Foochow—Per HAITAN, 3rd Oct., 10 a.m.

SATURDAY, 4th October.

Philippine Islands, Yap, Angaur, Samar, Maroon, Fred. Withelmshafen, Rabau, Herberichs, Metap, Tasmania, New Zealand, South and West Australia via Brisbane—Per COBLENZ, 4th Oct., 8 a.m.

Straits and India via Calcutta—Per LAISANG, 4th Oct., 1 p.m.

Philippine Islands—Per ZAFIRO, 4th Oct., 3 p.m.

Shanghai and North China (Europe & Siberia)—Per ORENAN, 4th Oct., 5 p.m.

TUESDAY, 7th Oct.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.—Per PAUL LECAT, 7th Oct., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Lyceumcon, Ger. ss. 1,738, O. Sech, 25th inst.—Saigon, Rice—Chinese.

Maitland, Ger. ss. 831, P. Sobalkier, 26th inst.—Halphong, Pakhoi and Hoihow 26th inst., Gen.—J. & Co.

Taming, Br. ss. 1,335, G. H. Pennefather, 26th inst.—Manila 26th inst., Gen.—B. and S.

Benvenloch, Br. ss. 2,614, F. Smith, 26th inst.—London, Gen.—O. L. & Co.

Lyons, Br. ss. 10,220, J. Rippenhausen, 26th inst.—Liverpool 24th inst., Gen.—B. and S.

DEPARTED.

September 26.

Iohang for Canton

Haimun for Swatow

Yushun for Tientsin

Shinyu Maru for San Francisco

Sudmark for Hankow

Helena for Hoihow

Taiant for Hoihow

Hanyang for Saigon

CLEARANCES AT THE HARBOUR OFFICE.

September 25.

Fukura Maru for Taiyeh

September 26.

Telemachus for Saigon

Sexta for Bangkok

Halchong for Foochow

Sudmark for Yokohama

Namwang for Kobe

Hoihow for Tientsin

Benvenloch for Yokohama

Assaye for Bombay

Sosho Maru for Canton

PASSENGERS DETAINED.

Per ss. Shinyu Maru, telegraphed from Hongkong, 25th inst., for

Auld, Bath, Mrs. D.

Bath, Mrs. E.

Bath, Mrs. F.

Bath, Mrs. G.

Bath, Mrs. H.

Bath, Mrs. I.

Bath, Mrs. J.

Bath, Mrs. K.

Bath, Mrs. L.

Bath, Mrs. M.

Bath, Mrs. N.

Bath, Mrs. O.

Bath, Mrs. P.

Bath, Mrs. Q.

Bath, Mrs. R.

Bath, Mrs. S.

Bath, Mrs. T.

Bath, Mrs. U.

Bath, Mrs. V.

Bath, Mrs. W.

Bath, Mrs. X.

Bath, Mrs. Y.

Bath, Mrs. Z.

Bath, Mrs. A.

Bath, Mrs. B.

Bath, Mrs. C.

Bath, Mrs. D.

Bath, Mrs. E.

Bath, Mrs. F.

Bath, Mrs. G.

Bath, Mrs. H.

Bath, Mrs. I.

Bath, Mrs. J.

Bath, Mrs. K.

Bath, Mrs. L.

Bath, Mrs. M.

Bath, Mrs. N.

Bath, Mrs. O.

Bath, Mrs. P.

Bath, Mrs. Q.

Bath, Mrs. R.

Bath, Mrs. S.

Bath, Mrs. T.

Bath, Mrs. U.

Bath, Mrs. V.

Bath, Mrs. W.

Bath, Mrs. X.

Bath, Mrs. Y.

Bath, Mrs. Z.

Bath, Mrs. A.

Bath, Mrs. B.

Bath, Mrs. C.

Bath, Mrs. D.

Bath, Mrs. E.

Bath, Mrs. F.

Bath, Mrs. G.

Bath, Mrs. H.

Bath, Mrs. I.

Bath, Mrs. J.

Bath, Mrs. K.

Bath, Mrs. L.

Bath, Mrs. M.

Bath, Mrs. N.

Bath, Mrs. O.

Bath, Mrs. P.

Bath, Mrs. Q.

Bath, Mrs. R.

Bath, Mrs. S.

Bath, Mrs. T.

WEATHER REPORT.

On the 26th at 12.35.—Pressure has decreased moderately along the east coast of China, and slightly along the South coast.

It is nearly stationary over Annam and the Philippines.

No returns from Japan.

Light or variable winds are indicated along the east coast of China, and light monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. E. or variable winds, light; fine.

2 Formosa Channel. The same as No. 1.

3 South coast of China (between H.K. and Lamoo). The same as No. 1.

4 South coast of China (between H.K. and Haikou). The same as No. 1.

China Coast Meteorological Register, 25th September, a.m.

Station. Hour. Barometer. Temperature. Humidity. Winds. Force. Weather.

Wootack 7a 30.12 60° 88% 3 0

Namun 6a 30.12 60° 88% 3 0

Hokodai 6a 30.12 60° 88% 3 0

Tokio 6a 30.12 60° 88% 3 0

Kobe 6a 30.12 60° 88% 3 0

Nagasaki 6a 30.12 60° 88% 3 0

Kyushu 6a 30.12 60° 88% 3 0

Oshima 6a 30.12 60° 88% 3 0

Kauai 6a 30.12 60° 88% 3 0

Hawaii 6a 30.12 60° 88% 3 0

Chesoo 6a 30.12 60° 88% 3 0

Whale 6a 30.12 60° 88% 3 0

Hankow 6a 30.12 60° 88% 3 0

Iohang 6a 30.12 60° 88% 3 0

Kiung 6a 30.12 60° 88% 3 0

Changsha 6a 30.12 60° 88% 3 0

Shanghai 6a 30.12 60° 88% 3 0

Gutai 6a 30.12 60° 88% 3 0

Sharp 6a 30.12 60° 88% 3 0

Amoy 6a 30.12 60° 88% 3 0

Swatow 6a 30.12 60° 88% 3 0

Taihou 6a 30.12 60° 88% 3 0

Taipei 6a 30.12 60° 88% 3 0

Taiwan 6a 30.12 60° 88% 3 0

Kobun 6a 30.12 60° 88% 3 0

Paoan 6a 30.12 60° 88% 3 0

Canton 6a 30.12 60° 88% 3 0

Hankow 6a 30.12 60° 88% 3 0

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Amoy 6a 30.12 60° 88% 3 0

Swatow 6a 30.12 60° 88% 3 0

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Kobun 6a 30.12 60° 88% 3 0

Paoan 6a 30.12 60° 88% 3 0

Canton 6a 30.12 60° 88% 3 0

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